

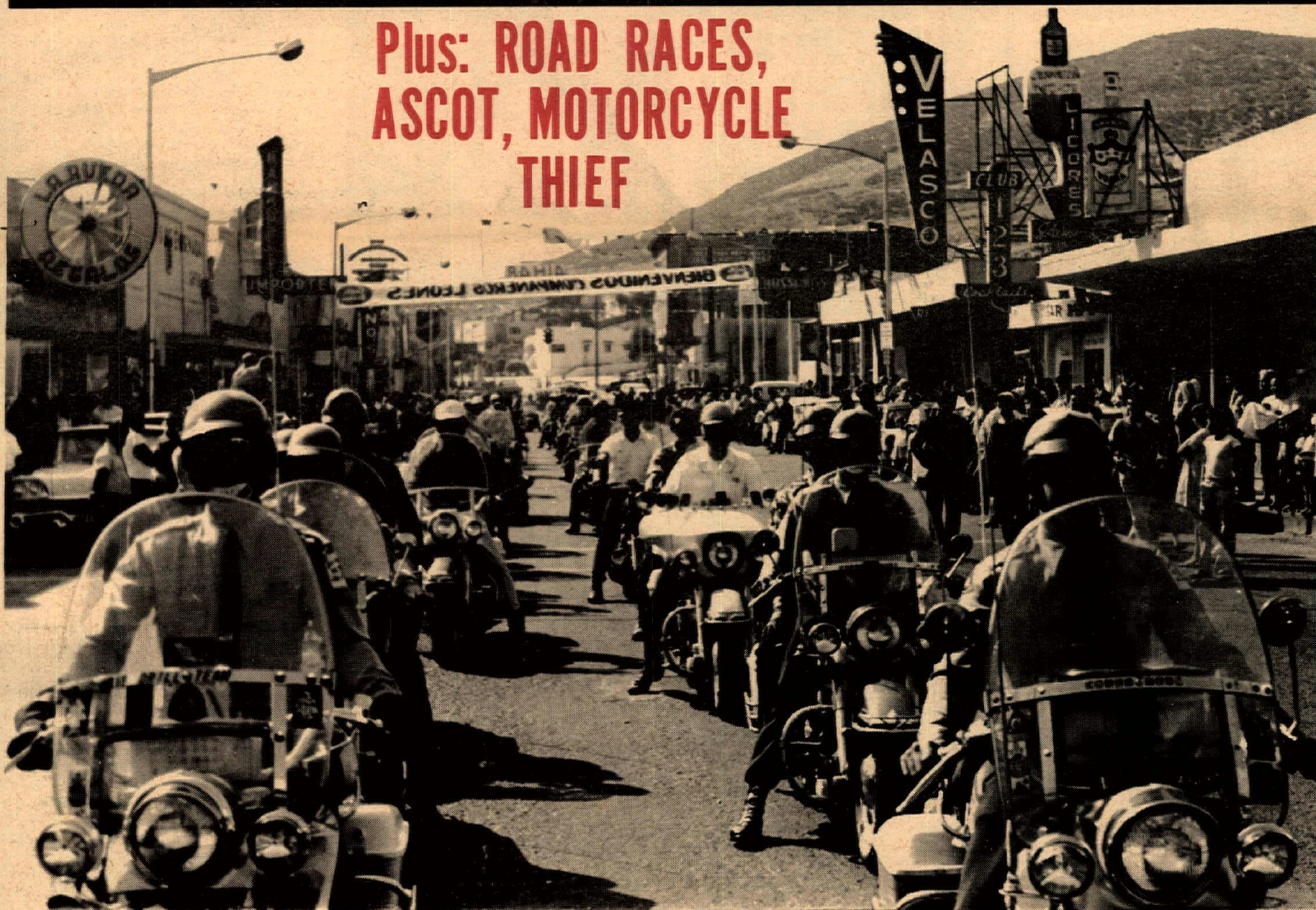
CYCLE NEWS

25¢
32
pages

GIANT ROAD RIDER ISSUE

DEATH VALLEY RUN & ENSENADA TOUR

Plus: ROAD RACES,
ASCOT, MOTORCYCLE
THIEF



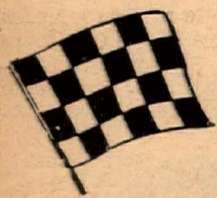
Typical of the many events in the Western U.S. for rider of the pavement persuasion Ensenada El Tour Grande. This lineup for the Grand Parade shows some of the enthusiasts who enjoyed the ride down the Baja California coast last weekend. Many of them rode in the Death Valley Motorcycle Tour and the Triumph Dealers Trout Fry, also covered in this special pavement issue. Dennis Greene took the photo.

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CYCLE NEWS

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER



Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance, Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes - 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY FRIDAY NIGHT

AMA CLASS C HALF-MILE at Ascot Park, 183rd and Vermont, just off the Harbor and San Diego Freeways in Gardena. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, \$10.00 per student. For information call Bob Braverman at (213) 785-2421.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets \$1.50, \$2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. \$1.25 admission, \$2 to ride. 150 entries maximum, 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Trac CLOSED FOR RACING at 9 a.m., races start at CORRIGANVILLE. Call (805) 495-8928.

TELL THEM YOU SAW IT
IN CYCLE NEWS

FRIDAY, NOV. 17, 24, DEC. 1, 8,
29, JAN. 5, 19, 26, FEB. 2, 9, 16,
23 & 24 (Sat.)

INDOOR SHORT TRACK at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse \$450 plus 40% over \$2200 gate. \$50 per week to hi-point season rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults \$2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

FRIDAY, NOVEMBER 10th

AMA CLASS C HALF-MILE at Ascot Park, 183rd & Vermont, just off the Harbor & San Diego Fwy. Last half-mile race of 1967. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15 p.m. Promoted by J.C. Agajanian.

SATURDAY, NOVEMBER 11th

PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by Victors M.C. (held April 9) will be shown on ABC's Wide World of Sports at 5 p.m. on TV Channel 7. (WE HOPE!) Be sure to watch, especially if you were one of the 801 entries.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only, \$100.00 post entry fee. All classes. Start position determined by postmark. Limited number.

SUNDAY, NOVEMBER 12th

LIGHTWEIGHT SHORT TRACK at Lodi Cycle Bowl, Lodi, Calif. AMA sanc., promoted by Lodi M.C. Ride or watch for \$1.50, signup 9-11 a.m., first race at 12 noon. For more info contact Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240.

21st ANNUAL COWBELL DERBY, endurance run by the Hayward M.C. AMA sanc., approx. 125 miles. Entry fee \$3.00 no post entries, lots of trophies. Start and finish at Upper Lake, Calif., no. end of Clear Lake on Hwy. 20, 20 mi. east of Ukiah on U.S. 101. Entries close Nov. 8, send to Ralph Arbitelle, 22070 Montgomery, Hayward, Cal. 94541 or call (415) 581-9225 for more info.

SUNDAY, NOVEMBER 12th

INTERNATIONAL MOTO-CROSS at San Diego, Calif. starring Dave Bickers, Torsten Hallman, Joel Robert and other top-ranking European riders. Riders: Entry fee \$10 pre-entry, \$15 post-entry. Everybody gets to race against the European stars. Moto-cross school all day Saturday, \$12. Spectators \$1.75 per person or \$3.00 per carload. For info call (714) 460-4289, send entries to Moto-Cross, P.O. Box 30571, San Diego, Calif.

POKER RUN, 1st Annual Tiger Tour presented by El Tigres M.C. AMA sanc., RRC point run. Starts from Paul's H-D, Alondra & Lakewood in Bellflower, Calif. Starting time 8:30 a.m. Trophies, check point, everyone welcome. For more info call (213) 634-2356.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Ariz. Calif. riders always welcome. Come early and race all day. Practice 9 a.m. til Noon, races Noon to 4 p.m. For more info contact Eastside Cycle, Inc., 4940 E. 22nd St., Tucson, Ariz. Call EA 7-6902.

MONDAY, NOVEMBER 13th

OPERATION MOTORCYCLE BLOOD BANK, Road Riders Committee. Call Ken at (213) 964-2674 or 333-1942 for further info.

SAT. & SUN., NOV. 17th & 18th

1st ANNUAL GRAND PRIX AND INTERNATIONAL MOTO-CROSS presented by the Prospectors M.C. AMA and ACA sanction. Dist 37 TT points. 100-125cc run Sat. Nov. 18, big bore Sun. Nov. 19. First event 9 a.m. both days. Mail entry only, postmark determines start position. Limited entries, close midnight Nov. 10. Top International and American riders. Freeway all the way north on Hwy. 99, lined from 1-1/2 mi. north of Tips Restaurant, then west on Hasleys Canyon Rd. approx. 5 mi. off Fwy. Good spectator course, 30 min. from downtown L.A. Free Hodaka given on Sunday, souvenir pins, ambulance and concessions available. Mail entries to Prospectors M.C., 220 E. 64th Pl., Inglewood, Cal.

SUNDAY, NOVEMBER 19th

12th ANNUAL TURKEY MUD SCRAMBLES by Sidewinders M.C. of Portland, Ore. Starts at 1 p.m., AMA sanc. sportsman event, all classes. Riders will scramble (on foot) for 2 live turkeys. Location: Sidewinders M.C. Race Track on Lawnfield Road, Clackamas, Oregon (south of Portland, Ore.).

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage, Calif. Dry Lake Bed. 50-mile ride in approx. 10-mile loops, 125cc max. Riders meet at 9:45 a.m., race at 10 a.m. Entry fee \$2.50. Take Barstow Fwy. past Summit Inn to Adelanto turnoff. In Adelanto go left at El Mirage turnoff (posted) and follow the line onto the lakebed. Trophies to top places.

JC AGAJANIAN PRESENTS

THIS FRIDAY NIGHT 20-LAP STATE CHAMPIONSHIP FLAT TRACK

* Plus Special Added Attraction *

EXHIBITION SHOW 1/2-MILE & TT

The 6 Top European Dirt Track Champions Torsten Hallman (Sweden) Dave Bickers (England) Joel Robert (Belgium) Ake Johnsson (Sweden) Roger DeCoster (Belgium) & Stephan Enquist (Sweden) will demonstrate European Moto-Cross speed on the TT track and ride the half-mile for the very first time!

RACES START at 8:15 p.m.

At Ascot Park 183rd & Vermont — Off Harbor Freeway



SUBSCRIBE TO CYCLE NEWS AND \$AVE MONEY!

YOU
SAVE

10¢

PER COPY (OVER THE SINGLE COPY PRICE)
WHEN YOU SUBSCRIBE FOR ONE YEAR @
\$7.50.

YOU
SAVE

\$13.00

OVER SINGLE COPY PRICE BY SUBSCRIBING
FOR TWO YEARS (IT'S LIKE GETTING CYCLE
NEWS EVERY WEEK FOR LESS THAN HALF-
PRICE— ONLY 12¢ PER COPY!)

AND YOU MAY WIN THE MACHINE OF YOUR DREAMS! (See Contest ad in this issue)

SEND IN THIS BLANK TO SUBSCRIBE

Please send me Cycle News for 2 years (via 2nd class mail) ☐ \$12.00

Please send me Cycle News for one year via 2nd class mail ☐ \$7.50.

Please send me Cycle News for one year via first class mail ☐ \$14.00

Please send me Cycle News for one year via Air Mail. . . . ☐ \$20.00

(Please check one)

This is a new subscription ☐ This is a renewal ☐

I enclose check or money order ☐ (or) Please bill me later ☐

Name _____

Address _____

City _____

State _____

Zip _____

Mail to: **CYCLE NEWS** 6477 N. Long Beach Blvd. Long Beach, Calif. 90805

READ ALL
ABOUT IT!

Every week
Racing Results



You'll
always
see it
FIRST
in

**CYCLE
NEWS**

SUNDAY, NOVEMBER 19th

NATIONAL CHAMPIONSHIP HARE & HOUND by San Gabriel M.C. 1st Annual Barstow (Calif.) to Las Vegas (Nev.) run. Televised. Entry \$5.00 by mail, \$6.00 post. Start 9 a.m. sharp. Two gas stops, small tanks maybe more. Overnight camping area at start with 24-hr. service station and cafe. Bring your own pits. Lined from Minneola Road and Interstate 12, approx. 12 miles north of Barstow, Calif. Mail entries to Bob Holmes, 866 E. Comstock, Glendora, Calif.

100-MILE CROSS COUNTRY, 1st annual event presented by the Family Fun Wheelers M.C. of Yakima, Wash. Between Yakima and Moxee, Wash., follow the red arrows. Starts at 10 a.m., 30% trophy payoff. Powder Puff, 100-200-250-500-Open classes. \$3.00 pre-entry, \$5.00 post-entry. Send entries to Pomeroy's Cycle Shop, 611 So. 1st St., Yakima, Wash. 98901, with name, address, make and size of bike. For more info call GL 2-2188.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. promoted by Lodi M.C. AMA sanc., admission \$1.50 to ride or watch. Signup 9-11 a.m., first race at Noon. Write Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240 for more info.

TROPHY PRESENTATION by the Riverside Bombers M.C. Awards given to trophy winners in the Nat'l Champ. Cactus Derby held Oct. 1. Starts at 2 p.m. at the Bombers Club House, 2542 Rubidous Blvd., Riverside, Calif.

BATTLEFIELD ENDURO, 2nd Annual event by Mississippi Enduro Team at Vicksburg, Miss. Top Southern states riders challenge top Northern states riders for Top Team Trophy. AMA sanc., 3 riders make a team. Trophies all classes, 7-ft. top rider trophy. Six riders make a class. AMA card, mufflers & license plates mandatory. Run starts at Honda Shop, 2424 Clay St., Vicksburg, Miss. at 9 a.m.

POKER RUN by Jaspers M.C., starts at Clubhouse, NW corner Palm & Mission, Ontario, Calif. Sign-in 8-10 a.m., finish 1 p.m. Field events, coffee & donuts at start, free food at finish, fun and games. Entry fee \$1.75, for info call (714) 986-3118.

5th ANNUAL TURKEY RUN by Los Ancianos M.C., AMA Dist. 38 sanc., fast course. Approx. 65 miles of Anza-Borrego desert. 11 a.m. start from Hwy. 78 at San Felipe Wash Bridge, 5 mi. east of Ocotillo Wells, Calif. and 10 mi. west of Hwy. 86 & 78 Junction.

ANNUAL HARE SCRAMBLES by Polka Dots M.C. at Wilseyville, Calif. (Schad's Resort). Lined and arrowed from Jackson, state Rt. 88. Spark arrestors required, AMA sanc., rain or shine. \$2.00 to ride, \$1.00 to watch, refreshments and rest rooms. A & B classes 0-100cc, 101-250cc, 251-Open, Sidehacks. Perpetual trophies.

FRIDAY, NOVEMBER 24th

LEGISLATIVE MEETING at the San Franciscan Hotel in San Francisco, Cal. Open to all Calif. M.C. dealers, this special seminar is hosted by the International Sport-Cycle Foundation. Guests will include Assemblyman John Foran and Sen. Randolph Collier, who wish to work out differences with the motorcycle industry before next year's session. Dealers, here's your chance. For more info contact Ted Long, Director, Cycle Foundation, P.O. Box 5945, San Francisco, Calif.

Mondial

SWEEPS 50cc Production Class

1st STEVE MONAHAN
2nd SID CHAMBERS
3rd TOM CANGEMI
4th BILL GILES

AFM Professional Road Race
Orange Co. Intl. Raceway
November 5, 1967

For Dealer Information, Contact
NORTHWEST U.S. REP.
Toyo Sport Co.
P.O. Box 99271, Seattle, Wash.
NORTHEASTERN U.S. REP.
Hamill Cycle Imports
Box 101, Woods Hole, Mass.
SOUTH-CENTRAL U.S. REP.
Blake & Beasley Distrib. Co. Inc.
1928 Foster Dr., Ada, Oklahoma 74820
U.S. DISTRIBUTOR-IMPORTER
Chambers Enterprises
P.O. Box 20033, Long Beach, Calif.

NOVEMBER 23rd-26th

CYCLE '68 MOTORCYCLE SHOW, presented by International Sport Cycle Expositions at Brooks Hall in San Francisco's Civic Center. Held during official Calif. State Cycle Week Nov. 2-5. Hours 4-11 p.m. Nov. 2 & 3; 11 a.m.-11 p.m. Nov. 4; 11 a.m.-11 p.m. Nov. 5. Adults \$2.00, children under 12, 75¢. Featuring customs, antiques, racers, movies, door prizes including free motorcycles, Evel Knievel's opening night jump in Civic Center. Also introduction of '68 models, Civic Center GP by AFM's GP and sidecars, and continuous indoor bicycle racing on closed course.

SATURDAY, NOVEMBER 25, 1967

NATIONAL CHAMPIONSHIP HARE & HOUND presented by San Gabriel Valley M.C. Starts at 9 a.m. from Barstow, Calif., ends at Las Vegas, Nevada (arrival time up to you). You might even see yourself on TV later. Mail standard entry with \$5.00 to Bob Holmes, 866 E. Comstock, Glendora, Calif. Post entry \$6.00. For info call (213) 444-3445 after 4 p.m.

SAT. & SUN NOVEMBER 25th & 26th

3rd ANNUAL INDIO MOTORCYCLE TOUR sponsored by Pacific Coasters M.C., co-sponsored by Indio Chamber of Commerce.

SUNDAY, NOVEMBER 26th

FORST RANCH INTERNATIONAL MOTO-CROSS, ACA-sanctioned. All amateur class trophies, plus 250cc and 500cc Int'l moto-cross featuring the 6 Int'l riders now touring the U.S., headed by Torsten Hallman and Joel Robert. Both 250 & 500 Int'l events will be professional. Entry fee \$5.00 admission \$2.00. First event 11 a.m., pit gates open 8 a.m. Entries close Nov. 20, additional fee for post entries. Mail entries to ACA, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290. Forst Ranch located Hwy. 99 between L.A. Co. Honor Farm and Castaic on west side of Fwy. Can be seen from Fwy. and will be marked.

CROSS COUNTRY SCRAMBLES by Coos County Racing Assn., 7 mi. south of Coos Bay, Oregon, on Bandon Hwy. Approx. 75 miles, two laps for experts, one lap for beginners. Six bikes make a class - 100-175-250-Open. Rain or shine, signup at 10 a.m., race at 11 a.m. Av. speed 20 mph, top speed 60 mph. Entry \$3.00 to Coos Co. Racing Assn., 1127 S. Broadway, Coos Bay, Ore. For info call 267-3311.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. Presented by Lodi M.C., AMA sanc. Signup 9-11 a.m., race at Noon. Admission \$1.50 to ride or watch. Contact Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240 for further info.

IRON HORSE ENDURO, sponsored by Bay City M.C. at Lucerne, Calif. 115 miles of mostly dirt trails at 24 mph average. AMA sanc., mufflers and spark arrestors required. A & B classes, entry \$3.00, closes Nov. 21. Contact Bay City M.C., 2180-A Folsom St., San Francisco, Cal. for more info.

HARE SCRAMBLES by Visalia Ramblers M.C., lined from Avenal, Calif. AMA Dist. 36-A points. Entry \$3.00, spectators free. Concession stands, restroom facilities.

SATURDAY, DECEMBER 2nd

PROF-INDOOR SHORT TRACK - Promoted by Trojan Indoor. Practice starts 12 noon. Pit gates open 6 p.m. Races start 8:15 p.m. Long Beach Sports Arena, Ocean at Linden, Long Beach, Calif. Entry \$2.50. Sportsman riders welcome. Gates open 5:30 for spectators.

SUNDAY, DECEMBER 3rd

HARE SCRAMBLES, sponsored by Dyna-Mites M.C. Start at 10 a.m., lined from Ponderosa (Calif.) Hwy. 145 & Ave. J.

SUNDAY, DECEMBER 3rd

EUROPEAN SCRAMBLES presented by Bushmasters M.C. All classes, rain or shine, six bikes make a class. Races start at 10 a.m. Location: In the Canyon Crest (Calif.) area, take Hwy. 395 south-east from Riverside to Edgemont, turn left on Alessandro at signal light and follow the lime. No affiliation required.

1st ANNUAL HARE SCRAMBLES by Cyclers M.C. of Bakersfield, Calif. AMA sanc., lots of trophies, 6 riders make a class, refreshments available. Entry \$3.00. Lined from Bakersfield Speedway on No. Chester, starts at 12 noon. For info call Jack Benson at FA 4-0666 in Bakersfield, Calif.

SUNDAY, DECEMBER 10th

NEVADA CHAMPIONSHIP TT SCRAMBLES, AMA sanc. One mile south of the new Desert Spa on the old Los Angeles hwy. Lined from the Hotel Tropicana in Las Vegas, Nevada. Practice 11 a.m., race at Noon. Last and best race of the season. For info call (702) 382-6600 from 9 a.m. to 6 p.m.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967—Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968—We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!

**HOPETOWN PRIZE
POT GROWS BIGGER**

The Dirt Diggers M.C., sponsors of this weekend's Hopetown Grand Prix announced the addition of new prizes to the winners' loot.

Filtron, Inc. is donating \$50 to first place in the 250cc and \$50 to first 500cc in the professional moto-cross races if the winner is using Filtron air cleaner elements. This brings the possible first place purse to \$450 for each race.

McHal Helmets are contributing good American crash hats to the European riders and Cycle News has sponsored a special trophy to the highest placing American rider who beats a European in either professional race.

Van Williams, television's "Green Hornet," is among the celebrities entered Nov. 11th and 12th.

**SMITH & ROBERTS
HUSKY 1st CYCLE
TO LA PAZ**

A Husqvarna motorcycle sponsored by Tracy's M/C Store in Burbank, Calif. and co-ridden by desert champions Malcolm Smith of Riverside and J.N. Roberts of Sun Valley, Calif. won the motorcycle class of the first Mexican 1,000 mile Rally last week. Roberts and Smith, both familiar personalities to Cycle News readers, completed the gruelling, cross-country race from Tijuana to La Paz, Baja Calif. in 28 hours and 48 minutes, setting a new class record. They finished second overall, after being lost close to four hours near the end. A Volkswagen-powered "Myers Manx" dune buggy did the run in 27 hours and 38 minutes. Third overall and 2nd motorcycle was a 1965 Triumph ridden by Dick Hansen of La Mesa, Calif. and John Barnes from San Diego with 29 hr., 13 min.

The previous record holders, brothers Bud and Dave Ekins of Hollywood, swapped off on a 1964 Triumph to finish in 31 hr., 11 min.

A complete report, with pictures, will appear next week in Cycle News.

**STATE CHAMPIONSHIP 1/2-MILE
FINALE THIS FRIDAY**

The 1967 motorcycle racing concludes with the running of the 20-lap California State Championship Friday night (Nov. 10) at Ascot Park, 183rd and Vermont in Gardena, Calif. First race on the 18-event card is at 8:15.

The 20-lap California Championship has been the traditional season closer and generally turns out to be one of the most exciting races of the year.

Managing Director J.C. Agajanian has corralled most of the leading flattrack riders in the West for the meet. Included is the man who is due to become the 1967 Pacific Coast champion, Dan Haaby of Lawndale, aboard Gary Bray's potent BSA.

Riders will be coming in from San Francisco to San Diego to take on Haaby. One is H-D mounted Mel Lacher of San Diego, who has been waging a struggle with Haaby all year for the point lead.

Others who figure strongly include veteran Sammy Tanner, Long Beach; Shorty Seabourne, Lawndale; Chuck Jones, Arcadia; and Clyde Litch, Long Beach.

The Amateurs and Novice riders also will be winding up one of the biggest motorcycle seasons in Ascot annals. Yellow-plate ace Phil Todd of Ojai will unfortunately be sidelined by a shoulder injury received last Friday, so the Amateur race is up for grabs, while young Rick Durkee of Bellflower should be whizzing along in the novice ranks, though Rick Elisarraras is leading in points, and poses a constant threat.

**EUROPEAN STARS TO RIDE
ASCOT THIS FRIDAY**

The famous European Moto-Cross Championship wrecking crew will try out the Ascot oval and TT track this Friday night in a special exhibition show promoted by J.C. Agajanian in conjunction with the Calif. State Championship 20-lap flattrack. Led by 4-time world champion Torsten Hallman, the International crew includes Dave Bickers, the 1964 world 500cc champion, Joel Robert, the only man to win both the 250cc and 500cc world championship the same year, Ake Johnsson, currently #2 in world championship moto-cross points, Roger De Coster, 3rd ranked 500cc racer and Stephan Enquist, the 4th ranked European scrambler.

**AMA POINTS TO BE AWARDED
SPORTSMEN RIDERS**

The American Motorcycle Association will introduce a point keeping system early in 1968 designed to give a monthly point tabulation for most AMA sanctioned sportsman events.

All sportsman who score high enough in the various events to earn points will be recorded. A monthly tabulation of these points will be made available allowing the sportsman rider to compare his standings in any one type of event with all other AMA sportsman contestants.

The sportsman riders earning points will be compared on a National basis at the end of the race season. These year-end results will be published giving national recognition to the top finishers in each of the sportsman events.

**HOW WOULD YOU LIKE A
COOL, SCENIC RIDE TO
LAS VEGAS FOR \$5.00?**

It is now possible through travel arrangements made by San Gabriel Valley Motorcycle Club for Saturday

NOVEMBER 25, 1967

Departure time will be 9 a.m. from Barstow, Calif. Arrival in Las Vegas will be determined by YOU.

For more fun in the sun bring your friends, neighbors, girl friends and wife if needed. They'll think it a GAS... (for you)! You might even see yourself on TV later!

MAIL ENTRY on standard entry form with \$5.00 (post entry: \$6.00) to Bob Holmes, 866 E. Comstock, Glendora, California. Or call (213) 444-3445 for information on the National Championship Hare & Hound after 4 p.m.

INTERNATIONAL MOTO CROSS EVENT

(Last of the Series)

ACA-FIM Sanc.

THIS WILL BE YOUR LAST
CHANCE TO
SEE THE EUROPEAN
CHAMPIONS IN COMPETITION WITH THE U.S. CHAMPIONS THIS SEASON.

At Forst Ranch, Castaic, Calif. First race 11:30 a.m.
General Admission \$2. Kids free. Practice starts at 9:30 a.m.

NOV. 26th**For Information Call 714 528-4290**



You'll
always
see it
FIRST
in

CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

"THE VOICE OF CALIFORNIA"
Publisher and Advertising Manager
..... Charles C. Clayton
Business Manager... Sharon Clayton
Circulation Mgr. ... Gaye Thomason
Editor..... Carol Sims
Photo Editor..... Dennis Greene
Editorial Assistant... Robert Bradford
Advertising Asst. ... Lynn Lancaster

Published weekly except the first
and last week of the calendar year
by C&S Publishing Co., Post Office
Box 498, Long Beach, California.
Second Class postage paid at Long
Beach, Calif.

Serving all the West

Editorial stories, cartoons, photos,
etc. are welcomed and will be paid
for upon publication (except press
releases and "Voice" letters.) Ad-
dressed, stamped envelope assures
return.

Single copy price 25¢
Subscription: One year 2nd class
Mail \$7.50
One Year First Class Mail. . \$14.00
(Subscribers please allow three
weeks for address change.)
Advertising rates and circulation
information will be sent upon request.

BY CHUCK CLAYTON

WELCOME TO THE CYCLE NEWS

There are a few thousand people reading this who probably were not acquainted with the weekly newspaper for the motorcycle enthusiast until this copy arrived in the mail. We are not in the habit of giving our newspaper away for free, but every once in a while the opportunity to reach new enthusiasts comes and we send out samples like this to spread the word.

This week the occasion is our special road riders issue, which features five major pavement events, both rallies and races, besides our regular competition coverage. All 2,800 people who sent in entries to the 1967 Death Vally Road Run and the 200 folks who entered our Cycle News Ensenada Tour will get a copy of this issue free, as a souvenir. The Death Vally participants can thank "Chief Worrier" Dick Hutchins for their free copies of Cycle News and the Ensenada tourists don't need to thank anybody but generous ol' us.

We hope that your name or picture appears in print herein, and that you will tell all your friends and family what they are missing by not riding motorcycles (and reading all about it in Cycle News). We hope that you will buy us every week at your motorcycle dealer's (if he doesn't have the newspaper, show him the coupon on page 28). But to be sure that you don't miss one thrilling issue, go ahead and use the subscription blank and postage-paid envelope we helpfully enclosed. It'll never be easier to keep informed with what is going on of interest in the U.S. motorcycle image.

LEGISLATIVE NOTEBOOK

BLAME IT ON THE BIKE RIDERS

By Barbara Adams Dahm

A motorcycle may be a means of transportation, a sport, or a way of life. But whatever it is it always seems to have a bigger-than-life quality. The motorcycle rider is a symbol of freedom and power. The cyclist is the modern version of the legendary horseman of the past who rode with the wind against his face to do impossible deeds (both good and bad) and win the envy of those who watched from a position of "safety."

Whether it be riding around the neighborhood, to a job, along the freeway flying "colors," or in grueling competition, the motorcycle rider is apart from the crowd and the crowd is ready to be impressed.

Four recent movies which purported to describe the life and times of the outlaw cyclist have grossed more than \$65 million (after being made at a total cost of less than \$1.5 million). None of them made any effort at accuracy or realism. It doesn't seem to matter. The motorcycle is enough. The legend is real.

Legend and real life have equally small regard for accuracy and realism. For example the following true story: Last Sunday the local police raided a love-in at Griffith Park in Los Angeles. Monday morning a local radio station announced "motorcycle gangs had been attacking the hippies and police were called in to protect the flower children." A check with the radio station revealed that they had no knowledge of which "motorcycle gang" was involved, or which members....or even where they obtained the information that one had been involved. A spokesman for the station said "I'm sure it was the Hell's Angels they were referring to, or some group like that." When I observed that even the Hell's Angels and the hippies have lately maintained a good relationship, he equivocated. "Well, not the whole group, just some individuals, maybe."

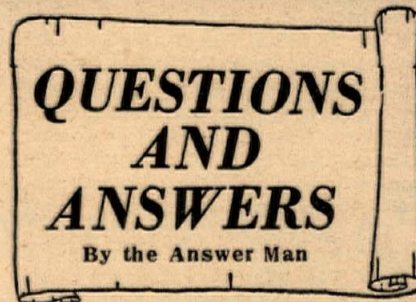
The police department reported that they didn't know how many of the nearly eighty people arrested rode cycles (if any) but there was one person known to be a motorcyclist. He was described as wearing a cut-off jacket with some emblems but no club insignia. "He said he was not a member of any club," a policeman said. "But he looked like an outlaw rider."

I talked with some of the people in charge of the love-ins. "It wasn't the bikers," was their instant reply. "They have been coming to the love-ins all the time but have never caused any trouble. Even in the July near-riot when some of the Hell's Angels were arrested it wasn't them who started the trouble."

"It is the outsiders. They come to agitate. They try to start trouble with the bikers. They know the riders will fight back if they're pushed too far. Even the straight people who come around...they get into fights and they are really out for blood."

"The bikers come with their girls and sometimes even their children and they mind their own business. If we need anything they help us. They never give us any trouble. It's always the outsiders who make trouble."

Sometimes the truth is rough on legends.



QUESTION: I have an early model 650cc Triumph that has the small main bearing on the timing case side. When I tried to force the bearing out it broke the retaining ring that contains a circlip which holds the bearing in place. Can I install the bearing without the circlip? C.H. - Van Nuys, Calif.

ANSWER: Yes, you can. I suggest you put locktite on the bearing race to afford an extra guarantee that the bearing will not revolve.

QUESTION: My carburetor slides are sticking open at speed and I have lubricated them, yet it does no good. What can I do to stop this? B.K. - Baldwin Park, Calif.

ANSWER: Find the real reason first. If your carburetors are bolted down with an uneven pressure it could distort the carb body and create the problem you now have. Also check that the cable is well lubricated and not binding. It may be necessary to reroute it.

Possibly one of the springs that controls slide action is not seated properly and is binding. Remove the slides and check for high spots, these can be relieved by buffing with fine emery.

QUESTION: I recently washed my bike and flooded the magneto. There is still water in the mag. case. How can I dry it without taking the mag. off? A friend suggested I heat the mag. with a torch and evaporate the water. Is this okay? B.B.(before battery)-San Diego

ANSWER: No! do not heat the mag. with a torch. You may damage the rotor windings beyond repair. I suggest you obtain some Carbon Tetrachloride from the local cleaners or drug store.

Pour this liquid into the mag. via one of the pickup brush holes. The Carbon Tet. will readily combine with the water and create very rapid evaporation. No harm will be done to internal parts.

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.



M.R.I. SAYS THANKS

If we all pull together we CAN make changes and as of the AMA Competition Committee meeting this year, the proposed 350cc limit change for professional dirt track racing has been postponed until 1971.

We, the Motorcycle Racers, Inc., would like to thank all of the people who took the time and made the special effort to write expressing their opinions and helping us attain our goal.

It goes to prove there's strength in unity and that the AMA is willing to listen to any proposals presented to them in a democratic and logical form.

In order to further professional motorcycle racing and keep interested parties informed of current developments, we would welcome your support and membership.

All inquiries may be addressed to Motorcycle Racers, Inc., P.O. Box 5331, Long Beach, Calif. 90805.

Sincerely,
MOTORCYCLE RACERS, INC.
Long Beach, Calif.

Irv Seaver, **BSA SUZUKI** BMW "The House of Champions"

2402 North Main St., Santa Ana, California (714) 542-8691

CONGRATULATES

A.C.A. STATE CHAMPIONSHIP SHORT TRACK WINNERS

(Orange County Speedway, October 18, 1967)



1st DAVID ALDANA (Two season main event wins, 8 seconds and 10 Trophy Dash wins)

2nd RUSS ROBINSON (10 Main event wins, 2 seconds and 2 trophy Dash wins)

FREE

WE OFFER

3 WEEKS VACATION

TOUR of EUROPE

AIR FARE, HOTELS, MEALS FOR FREE AND SIGHTSEEING

With the purchase of a new motorcycle

NORTON, A.J.S.
MATCHLESS, BMW
or TRIUMPH

FOR DETAILS CALL OR WRITE
VAN-DER-KOLK & SONS
1809 SO. BRAND BLVD.
GLENDALE, CALIF. PH: (213) 244-5000

The tour will be in May-June, 1968. Start planning your vacation now. Enjoy the Tulip Festival in Holland and the world-famous Isle of Man TT all for FREE!

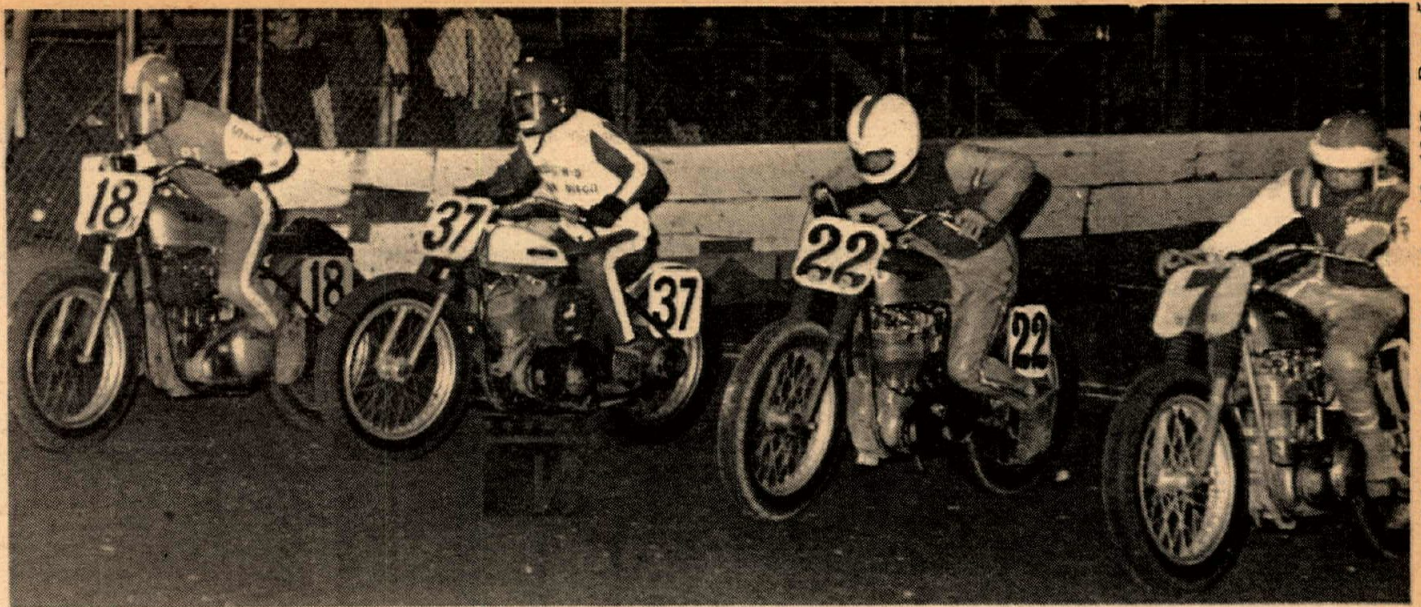
DO YOU WANT TO JOIN THE TOUR WITHOUT RIDING A MOTORCYCLE? This is possible. For those we have available a special deluxe motor coach that will accompany the tour.

HAABY HAULS AT ASCOT

Dan Haaby and Sammy Tanner teamed up to give Mel Lacher the old One-Two last week and stop the H-D rider's win streak in both the Trophy Dash and the final. Tanner defeated Haaby for the second straight week in the heat race before trying on Lacher in the Trophy Dash. Mel was looking to become the only rider on the half-mile this year to win five in a row but it was not to be, as it was a Tanner-run with Sammy flying to his first Dash win since Sept. 15th.

Then Tanner passed the ball to Haaby for the start of the Main Event. Haaby was back in his usual form after being out of the front spot the last two outings.

Haaby drilled the turns hard and won the final with Lacher again, as has so often been the case in recent weeks, taking second place over Tanner. Shorty Seabourne again played catch-up and ran fourth with Randy Say turning in one of his better rides to top Chuck Jones for fifth spot.



Start of the Expert Trophy Dash fins (from left) Amateur point leader Phil Todd (18x), Mel Lacher (37), Main Event winner Dan Haaby, (22) and Dash winner Sammy Tanner (7) rapidly getting underway.

Four Down in Amateur Final

Action aplenty highlighted the Amateur class as they took their final rides before their last race that comes up this Friday night.

Phil Todd again won his heat race and extended his win streak to eleven straight. He also turned in an excellent time and went to the Trophy Dash for the third time this year.

In the Main Event, however, the rest of the troops got the jump off the line on Todd and he was fifth doing down the back chute on lap one. Todd then became a little over-anxious and tangled with both Ron Lacher and Jan Crawford at

the end of the straightaway.

A chain reaction took place with Lacher hitting the fence followed by Todd, Crawford and recent Army returnee, Alex Yerkes. The four riders were scattered all over the track when the race was stopped. Only Todd went to the hospital, however, with an injured shoulder.

None came back for the re-start and it was a four-rider field with Lloyd Houchins leading from start to finish for his first Main Event win this year in the South.

Novice pacesetter Rick Durkee added three more wins to his streak and ran

the string to 19 straight as he again came up as the heat race, Trophy Dash and Main Event winner.

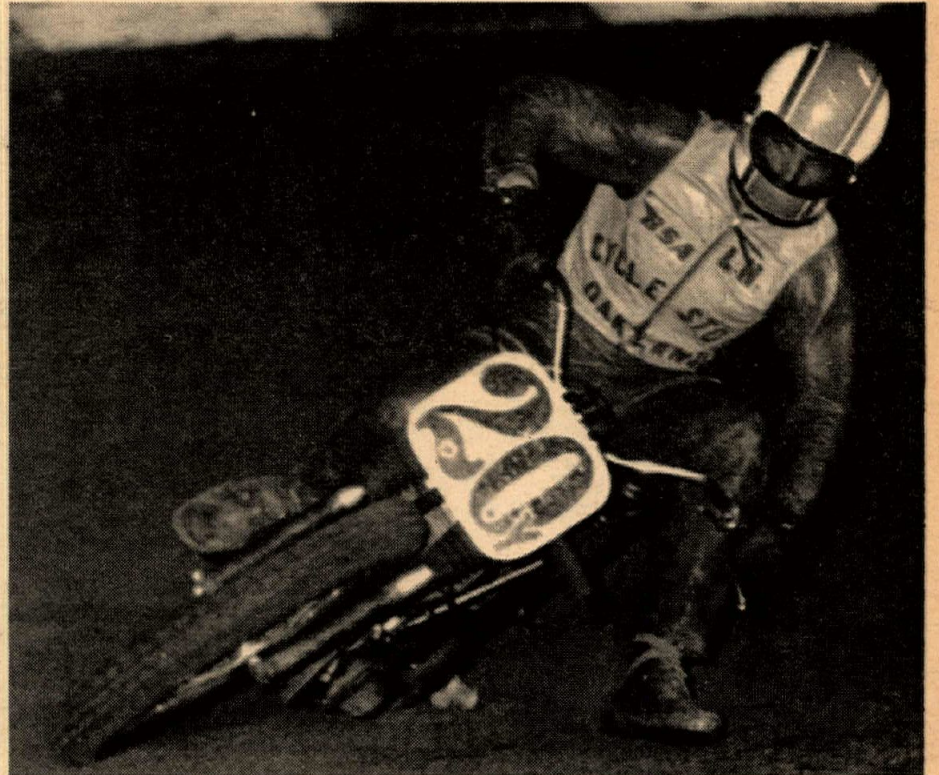
Rick missed breaking his own track records in the heat and final but again smashed the Dash mark. He goes after the ten-lap Main Event record in the last race of the season this coming Friday night.

The State Championship titles in all three Mains will be at stake this week in the final outing for the half-milers in 1967. Regular season admission prices will prevail with a starting time set for 8:15 p.m.

(Results on page 20)



Novice Rick Durkee (162) again took the final, shadowed closely by point leader Rick Ellsarranas (156). Both ride Suzukis.



After a four-man pileup caused a restart of the Amateur Main, Northern California's Lloyd Houchins (20y) scored his first victory of the season, leading wire to wire on a BSA.

Photos by John Shedd & Dennis Greene

BRIDGESTONE

FOR THE NAME OF
YOUR NEAREST DEALER
So. Cal: McCulloch Distr. Inc.
(213) 772-2108
No. Cal: Coast McCulloch
(405) UN 3-5520

**USED PARTS
ALL MAKES**

★ ★ ★ ★ ★

40% TO 60% OFF

★ YAMAHA DEALER ★

SCRAMBLER MOTORCYCLES

1801 W. Burbank Blvd., Burbank, Calif.
849-5907 or 845-8738 Ext. 7

HARLEY-DAVIDSON

Of Long Beach

Special

We Have Many New 1968 XLCH & XLH's In Stock Now

3654 No. Long Beach Blvd. 426-7101

NORM REEVES

ANAHEIM PARAMOUNT DOWNEY

**'67
model
BSA**

CLOSE-OUT SALE

**Fantastic savings on
LIGHTNINGS... T-BOLTS...
HORNETS & SHOOTING STARS**

'68's ARRIVING THIS WEEK!

**SEE THE 68 BOLD WORLD AT
3 SOUTHLAND LOCATIONS**

15745 Lakewood Blvd. 9536 E. Firestone Blvd. 224 N. Anaheim Blvd.
Paramount (213) ME. 0-4313 Downey (213) 869-0600 Anaheim (714) 535-3647

ASCOT TT

UPSETS IN ALL CLASSES

Ascot fans viewed a triple upset last Saturday night in the annual State TT Championship races. The three favorites, Skip Van Leeuwen, Larry Wilburn and Chuck Baker all went down to defeat in the final race of the season. Van Leeuwen, who has been Mr. Everything all season in Gardena, was shut out three straight times on the track.

Eddie Mulder took the measure of the '67 point champ in both the heat race and the Trophy Dash with Skip a close second both times out.

The final found Dusty Coppage, who had not won a Main Event since the opener last February, playing the big gun. Dusty took the lead with Van Leeuwen trying every possible way to get by for the first twelve laps.

Then it happened, and Skip was in fact in front at the end of thirteen rounds. To the surprise of all Dusty stayed right on his rear wheel as the two reversed racing roles.

Coppage Fights Back

Coppage made a renewed bid for first at the start of the 17th lap, regained the lead and then went on for the win and the 1967 title. The re-pass appeared to take all the wind out of the Dutchman's sails and Coppage had his widest margin on the final two laps.

Mulder was steady from start to finish and took third. Dallas Baker finally found an engine that would go the distance and after a fifteen-lap hassle with Dave Palmer broke through to wind up in fourth place, his best ride in many a year.

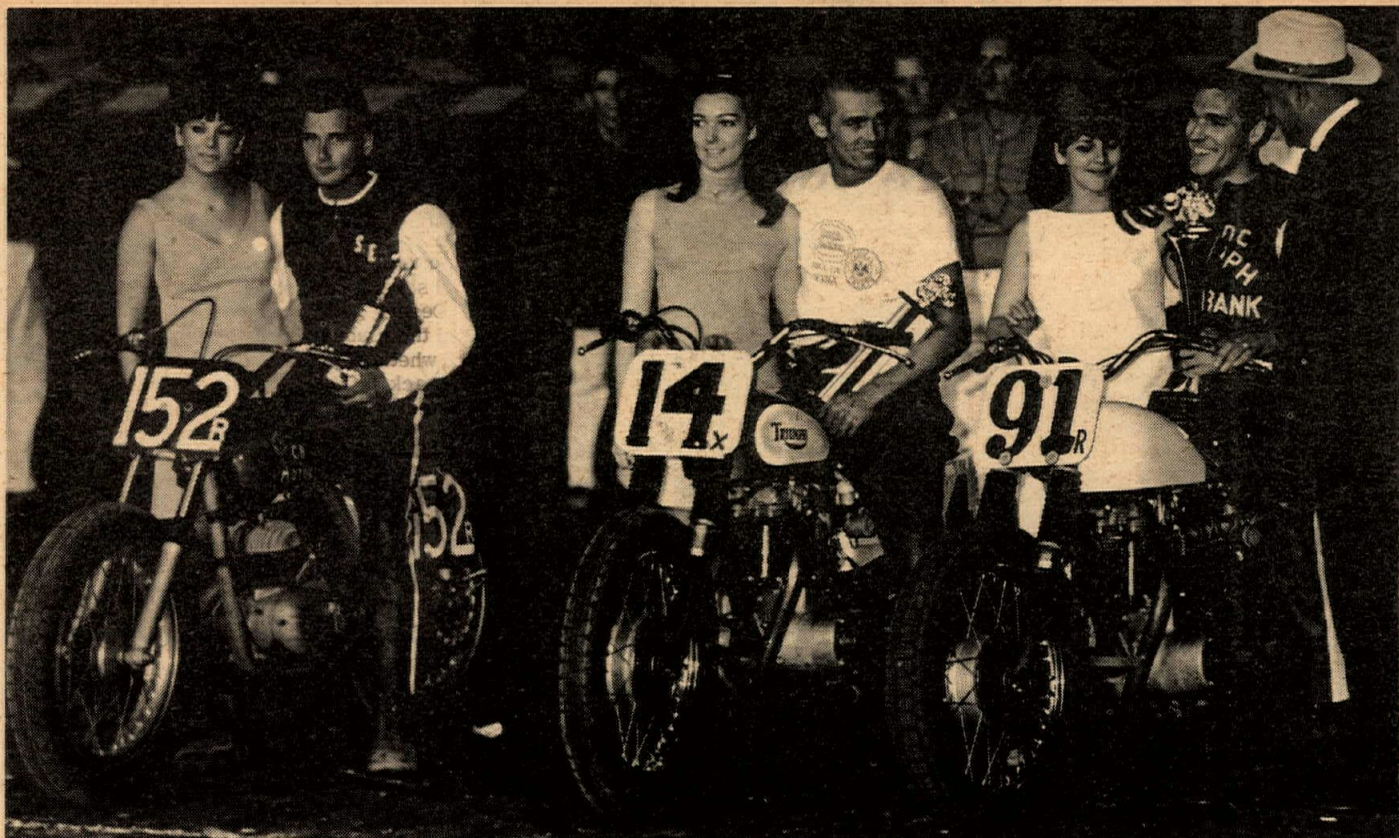
Dan Haaby dropped out with engine troubles and Del Shurley crashed early in the 20-lap race. Otherwise it was a Coppage-Van Leeuwen show in one of the most closely fought duels every run for the TT's.

Coppage, by the way, was riding the last time with his familiar number 91r. He has been issued National #32 for next season, the number that Sid Payne carried to two National TT wins a few years ago.

Marty Makes It!

Another close one was in store in the Amateur class as Marty MacDonald, who is known as a half-miler first and a TT rider second, scored the surprise upset of the year in the yellow-plate class by taking the win away from point champion Larry Wilburn as the riders started the last lap.

Marty dogged Wilburn all the way from



Three happy California State TT Champions line up to receive congratulations from trophy girls and Promoter J.C. Agajanian. From left, Novice (152r) Steve Ellsworth (Montesa), Amateur (14x) Marty MacDonald (Triumph) and Expert (91r) Dusty Coppage (Triumph).

the start of the race and made it look like he had it planned to happen just the way it did. Earlier, Wilburn had defeated MacDonald in the heat race.

This was Marty's first win ever in local Ascot TT racing as a Novice and an Amateur. It was also his last ride as an Amateur. He goes to the Expert ranks in '68 as does Wilburn.

The Novice class was a three-way battle from the start to the finish and again it was considered a mild upset. Heat race winners Steve Ellsworth and Don Hughes plus semi winner Tom Rockwood took the Main Event right down to the checkered flag. They crossed the line running end for end with Ellsworth the winner.

Ellsworth and Rockwood both came into the race as one-time Main Event winners this year with Northerner Hughes looking for his first win.

Rockwood was caught jumping the gun in the heat race and had to start on the third row penalty line. He came back to finish third before going to the semi which he won handily with the fastest four-lap time of the night.

In the final it was again Rockwood playing catch-up from the second row of starters. He caught Hughes and Ellsworth with two laps to go but Ellsworth was riding a smooth, flawless race and making no mistakes.

The two point leaders, Chuck Baker and Jim Peterson, had a rough time of it most of the night. Baker was upset in the

heat race by Hughes and finished in second. Peterson finished a distant third in his heat race as dirt-tracker Alex Chinowski scored the win with Danny Carlton taking second.



Steve Ellsworth shows the form and style that brought him Novice State Championship victory on his Montesa. Another Montesa rider, Chuck Baker took overall season TT point title at Ascot.

Peterson came back in the semi to finish third and out of a transfer to the final but "talked" his way in at the last minute. Baker ran fifth in the State title race with Peterson ending up in ninth. The point title tie was broken and the Number One spot went to Baker and his Montesa for the season.

Sidehacks Sail

A crowd-pleasing 6-lap exhibition race by members of the Dist. 37 Sidehack Association was again an added feature attraction of the evening.

With one race at Ascot under their belts, the three-wheeled group put on an even more exciting race than last time, with much passing and higher jumping over the jump. Passenger styles remained as varied and spectacular as before.

This time driver Dean Hummer and passenger Rulon Gulbransen came from behind to take the win, Harley-Davidson mounted. The Harley team of Dave (Crash) Roesch and Tom Ridyard wound up second ahead of Triumph team Mike Parti and Jim Moffitt.

Last month's winning combination, Doug Bingham and Ed Wade (H-D) had to settle for fourth at the latest outing, after assuming an early lead.

Sidehack Association members were pleased to announce that they have been granted professional status by the AMA for 1968, and will be going for money instead of trophies next season.

This was the final TT race of the year with the next event slated for the first Sunday afternoon in February of 1968.

(Results on page 20)

F & M WINS! North & South

Oct. 29

1st Ron McGuire - 250cc Expert

King City Scrambles

F & M equipped Bultaco

1st Jim McGuire - 100cc Expert

Dehesa T.T. - San Diego

F & M equipped Hodaka

Get your **F & M** reed manifold kit and WIN!!

Available for Hodaka and Bultaco (others soon)

Specify carburetor size \$26.50 Calif. add 5% tax

no C.O.D.

F & M enterprises

5214 Lewison Place

San Diego, Cal. 92120

MORE POWER, BROADER RANGE, LESS LOADING



Winning sidehack combination of driver Dean Hummer and passenger Rulon Gulbransen provided plenty of thrills for the crowd with their spectacular maneuvering, Harley-Davidson mounted.

DISTRICT 37

By Maureen Lee

The November District 37 Sports Committee meeting had William J. Berry, Executive Director of the AMA as a guest, plus the election of officers for 1968 as its features this month.

After minutes were read and correspondence dealt with, the chair was turned over to Secretary-Treasurer Bill Adams as Lynn Wineland was unable to continue due to illness. Adams introduced Bill Berry who went to the table to read his speech to the body.

Points he touched on were the new structure of the AMA to start in 1968 with a new Competition Committee and Board of Trustees. Elections for this new Congress will take place on January 11, 1968 with each District being allowed to vote for their representation. There will be a professional sidehack class next year but the proposed big change of engine limit going down to 350cc's has been postponed until 1971. Eventually, too, there will be National points for the sporting riders tabulated with new machines at the head office so there will be a National Sporting Champion.

One point that we most emphatically stated was that there will still be no co-sanctioning of events. Mr. Berry ended his speech with "working together we will get bigger and better."

Before leaving the hall the Sidehack Association presented him with a plaque and made him an honorary life-time member of the Association due to all the backing and support he had given them.

Ken Jones of Operation Motorcycle spoke on the blood bank which is practically depleted after 77 pints of blood were donated to a lady whose stove blew up. The address for donating blood is 1120 So. Vermont, Los Angeles, between 6 and 8 p.m. on November 9th and 13th. These dates brought a laugh when one representative questioned the first date of November 9th as he thought that everyone ought to be able to wait until after Corriganville!

Tex Myers (4-Aces) then asked Adams about the letters read regarding the Juanita Jenkins protest during the correspondence readings and that no action had been taken on it. Adams replied that

they should be referred back to the Competition Committee. Myers then quoted Article 1, Section 19 pertaining to protests wherein the protest must be made in writing with 30 minutes of termination of the event in question along with the required \$10 fee. This was not done at Bay Mare. A motion was then made by Mike Parti (Sidehack Assoc.) and seconded that the protest not be allowed as it was illegal in that it had not followed these rules. A representative asked what was it all about anyway and Bill Adams read the protest from the Powder Puff Association.

Following the reading of this and bringing out the fact that the protest was not on the Bay Mare event, several representatives including Tom Ruddy (Rams) said it was only Competition Committee business and should have been left for them to handle. Adams therefore did not accept the motion and the protest is back to the Competition Committee pending the hearing.

Nominations and finally voting for the 1968 officers was done and officers for next year will be: President, Ron Sloan; Vice-President Lynn Wineland; Secretary-Treasurer Bill Adams; Recording Secretary Maureen Lee. The new Competition Committeemen are: Ken Peterson, Cal Makela, Sam Crooks, Dick Kouns, Bob Greene, Ben Bok and Dave Lewis.

The problems over the co-sanctioning of Corriganville and the Prospectors Castaic moto-cross were discussed, and Bill Adams read letters from the Worthington office refusing the sanctions to the two clubs because of other sanctions already granted the events. He also stated that we could set a precedent by voting to pay District 37 points for the events even though there would be no AMA sanction. Some representatives obviously thought that this would be the way to go but some others had quieter thoughts such as Howard Angel who took the floor to say the AMA has come around to our way of thinking lately and is trying to work with us now and that if we went ahead and did this in the District we'd get so far out we'd never get back

in. Adams agreed and refused to accept any motion from the body that these events pay District points without an AMA sanction.

The Gripsters M.C. were given the go-ahead to charge a \$10 entry fee for their big event next year to be held at Elsinore on February 10 and 11. The course will run through part of the city of Elsinore with the California Highway Patrol co-operating in the closing of the road for six hours each day to do this, and to make sure that the wrong element will be picked up if they appear. The body also voted that this event pay both desert and scrambles points.

Desert point systems were discussed and the clubs will now make the decision on whether to keep the system as is or go back to the combined desert-enduro system. The National Hare and Hound has been awarded this year to Utah.

THE SHE-BEAST

By Linda L. Wright

The sky, dark and threatening, mirrors my soul. A rumbling is heard in the distance. Is it thunder? No. It is the beast.

He makes her roar and then beckons that you should come and release your spirit in her power. It is not the beckoning that pulls - rather her roaring that tears you from home moorings and you cannot resist her call.

She is warm beneath your hugging legs and vibrates with unleashed desire. Then, she is freed and a surge races through your insides that makes your arms tighten around him.

The crashing wind brakes against your body and sends your uncaged spirit soaring to meet a swirling sky; a sky that over-flows and coolly mixes with hot tears that run darkly down stinging cheeks.

He turns her on - faster - ever faster - until she wails in delight; and the trinity is one - you, him and the screaming cycle.

SAN FRANCISCO SHOW NOV. 23-26

"Cycle '68", coming to Brooks Hall, Civic Center, San Francisco, on Nov. 23-26, is the second annual motorcycle show produced by International Sport Cycle Expositions, Inc. The only exclusive cycle show for the general public Cycle '68 will host all the major manufacturers, representing motorcycles from seven countries. Cycles for every desire will be on display in addition to many club displays, offering every conceivable type of organized motorcycle activity.

Among the attractions for Cycle '68, will be Evel Knievel, stuntman, who will perform a ramp to jump over 13 cars, in front of the Civic Auditorium. He will jump at least once, on opening day, Nov. 23, and plans are under way for an additional jump the next day. Demonstrations will be made by the San Francisco chapter of the American Federation of Motorcyclists on road racing techniques, with a race climax on Sunday, Nov. 26th.

Lovely Pookie Baker will serve as hostess for Cycle '68, greeting the 40-45,000 northern California residents who will be attending. Linda Cola, Queen of Cycle '68, will be reigning over the four days of activity, and pretty girls will be almost as numerous as the motorcycles.

Since the week of Nov. 23-26 has been officially declared Sport Cycle Week in both the City of San Francisco and the State of California, an effort to instill safe riding practices in the minds of beginning cyclists will predominate. A meeting between the cycle industry and the Chairman of the Transportation Committees of the Senate and the Assembly, Randolph Collier and John Foran, respectively, is scheduled at Cycle '68 Headquarters, the San Franciscan Hotel, across from Brooks Hall.

Continuous motorcycle racing films, a Civic Center fair (outside) with dancing and live music, special classic and competition cycles, free motorcycles and other door prizes, all combine to make this event one for the entire family.

Show hours are from 11 a.m. to 11 p.m. daily, except for Sunday, 11 a.m. to 8 p.m. Admission is \$2.00 for adults and 75¢ for children under 12.

CYCLE NEWS November 16, 1967 Page 7

GREEVES

A GREEVES WEEKEND

GREEVES Rider said "Adios" to the Adioses

Thursday So. Gate TT Championship

1st GARY BAILEY - Trophy Dash and Main Event

Saturday Elsinore TT Track

1st GARY BAILEY - Main Event on Stock 250 T.T.
This makes 12 out of 13 Main Event for Gary

2nd TED LANGWITH - TT GREEVES

Sunday Bay Mare T.T. Track

1st 250 Expert RUSS DARNELL - TT GREEVES
Also on Sunday - Rams CHAMPIONSHIP H & H

1st OVERALL GARY CONRAD - GREEVES

1st 250cc Expert - BOB BELT - GREEVES
1st 250 Amateur - MIKE McCOY - GREEVES
1st 250 Novice - GREEVES

For Your Nearest

Great Greeves Dlr.

CALL: TR. 7-7366

or PO. 4-8674



Pictured in Action at Sprockets Park Mike Lane

JUST THE WINNINGEST

Sprockets Scrambles
Bakersfield, Calif.

Oct. 29, 1967

90cc Expert Class

FIRST - MIKE LANE - HODAKA



11th Annual Taft Scrambles
Taft, Calif. Oct. 22, 1967

90cc Expert Class

FIRST - MIKE LANE - HODAKA



SCTA English Trials
Riverside, Calif. Oct. 8, 1967

Amateur Ultra Lightweight

FIRST - LEE ROMBEAU - HODAKA



Ride
Into the
Winner's Circle!

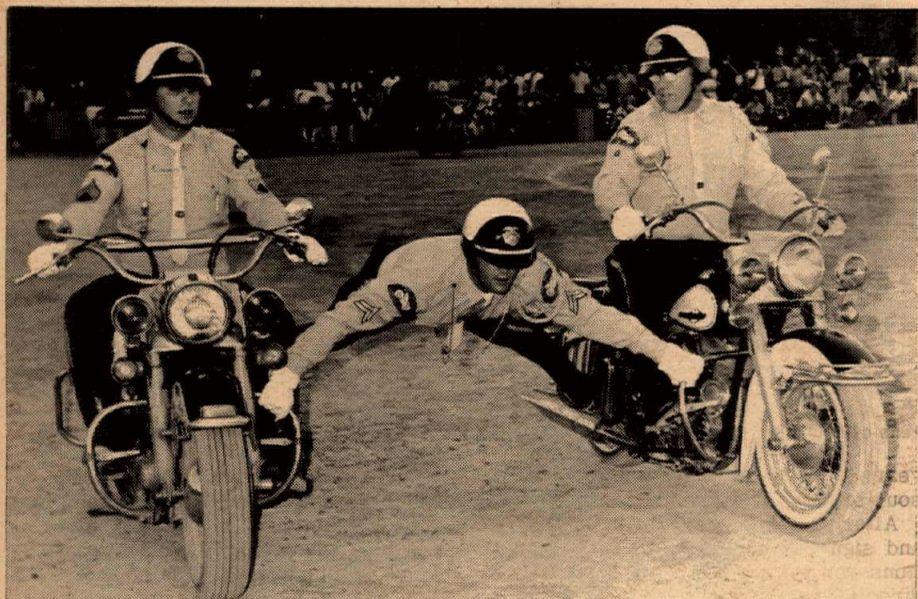
Southern Calif. Area Representative
H.A. 'NELS' NELSON
Phone (213) 243-1017
Glendale, Calif.

No. Calif. Distributor
LEAVITT POWER TOOL CO. INC.
2265 Sunrise Blvd.
Rancho Cordova, Calif.
Phone (916) 635-6970

Designed & Imported By PABATCO

THE DEATH VALLEY TOUR

BIG DADDY OF THE ROAD RUN



The Victor McLaglen Drill Team displayed stunts like this on a rough, bumpy dirt field.

Story and Photos by George Hays

The last week-end of October each year thousands of motorcycles roll out of their hiding places and, as if called by some unheard piper, converge on Death Valley, California.

At first it's only a trickle of machines starting from the far corners of the continent. The trickle soon becomes tributaries, flowing along the main highways. Approaching the Valley, the tributaries merge, forming rivers of flashing, roaring machines and leather-clad riders, as the road riders make their annual pilgrimage to Mecca.

Spectators along the roads leading to the Valley notice a few more motorcycles on the road than usual on Friday morning. These few increase in number, until by Friday afternoon, there is a parade of cycles going by. The procession continued through the night, gaining in numbers. By Saturday morning, there is a motorcycle every hundred feet for miles on every road leading to the Valley.

To ride in this pageant is a never-to-be-forgotten thrill for anyone who loves bikes. Almost as soon as you leave



Although an estimated 10,000 people invaded the Valley, there was camping space for all. With those sidecars, the Norwalk Centaurs had plenty of room to carry tents, camping gear and the kiddies.



One of the highlights of the field meet was the slow race, with three different approaches displayed by these contestants.



Here are eight good reasons why the fellows keep returning to Death Valley each year — the annual Beauty Contest.

home, you encounter other motorcycles, loaded down with camping gear and going your way. As you ride you are joined by others, their numbers steadily increasing as you approach Death Valley. Off in the distance you see other parades on other highways. The roads join, and you are surrounded by roaring Harleys, smoothly purring BMW's, and humming Hondas and Yamahas. You stop in a small town for gas. Bikes are everywhere, the music of their engines fills the air, almost making the ground shake, and your skin tingles with excitement.

If you paid the entry fee, you join the lines at the check points to get your map stamped. When you reach the Run's destination at Furnace Creek Ranch, you line up and receive your souvenir cigarette lighter, pin, tour award patch, draw a number for the Sweepstakes Trophy, and deposit your ticket for a chance at winning the new Harley XLCH to be awarded later.

The traffic jam of motorcycles at Furnace Creek Ranch is hard to believe. Each year the Run draws about 3,000 riders who pay the \$3 entry fee. Another 4,000 free-loaders come along just for the ride. Counting motorcycle passengers and people who came in cars and camper trucks, the total crowd was estimated at 10,000 people.

Why do 10,000 people leave their homes and charge off to the middle of nowhere? This is hard to explain to anyone who doesn't like the outdoors, camping, and motorcycles. Part of the attraction is getting out of the crowded cities, out where the air is clean, where the view stretches past tan hills dotted with sage, past dark red, purple, chocolate and black mountains to the horizon.

Another part of the attraction is the fun of taking part in the world's largest motorcycle event, and enjoying the com-



Massive gas stop as dozens of motorcyclists refuel and continue their Death Valley Journey.

pany of kindred souls and old friends at the destination. Then there's the opportunity to enter the many contests, perhaps to win one of the coveted Death Valley Tour Trophies. There may be thousands of reasons why the thousands of riders return religiously year after

year, but whatever the reason, it's a soul-satisfying experience.

After you arrive at Furnace Creek and sign in, there are so many attractions you have the urge to run in three directions at once. There are old friends to look for, events to enter or watch, sometimes several going on at once, and all kinds of interesting motorcycles to inspect. The Run draws every kind of motorcycle known, as well as some that haven't even been classified yet. For example, would you believe a motorcycle with a steering wheel and a back

seat? Besides the gleaming stock and customized machines, there are classics, and antiques dating back to 1906. All bikes have to be ridden past the check points to be officially entered in the judging events. The owners of the antique bikes usually haul their rare old models to the first check point, and ride them in to the finish from there. Some of the bikes were so old, they had bicycle pedals as well as engines. One of the ancient bikes gave the owner so much trouble, he finally gave up trying to repair it, and pedaled it to the finish



Winners of the Best Dressed Club contest were the handsomely outfitted Silver Eagles M.C.



Busy spot was the sign-in section for AMA Tour Awards. In the foreground is the new H-D XLCH, grand prize won by Joe Jackson.



"What's that thing, Henry?" "Don't worry about it, Maude, they're not here to stay."



One of the unscheduled events again this year was the unfortunate burning of a Harley 74. Another machine was totally destroyed by fire in '66.



Tour Director Dick Hutchins places the crown on this year's Death Valley Queen, Bikini-clad Bev Perry of Tehacapi, Calif.

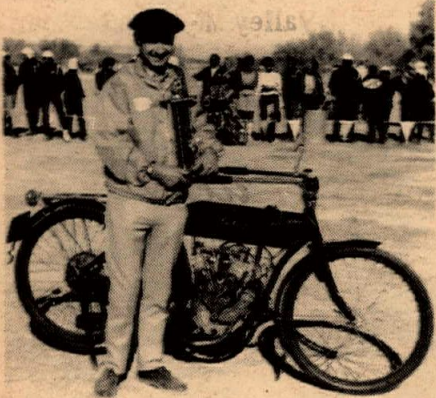
line.

Regardless of the vintage of the machines, there was plenty of roadside tinkering going on, as many found their machines that ran fine around home weren't in shape for a cross-country trip.

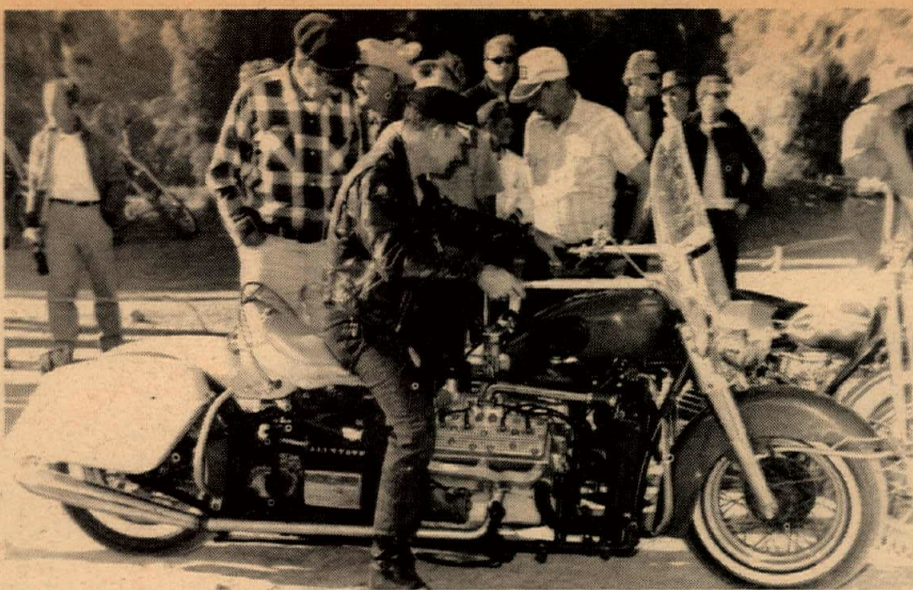
There were a lot of exotic looking choppers with ape-hanger bars on the run, piloted by wild-looking riders, but they didn't cause any trouble. Anyone who rides the Death Valley Tour can't be all bad.

This year's schedule of events was held in a large field behind the gas station, rather than in the center of the Ranch building area as in years past. Last year, two cycles collided in front of the Ranch, and one burned, making the Ranch management a little worried about their buildings. When you're about 100 miles from the nearest city, it doesn't do much good to call the fire department. The change of location was an improvement, providing much more room for spectators and events.

Only four members of the Victor McLaglen Drill Team were able to make the Run this year, but they put on a terrific show of high speed stunts and balancing acts. The field was very rough and bumpy, and several times the crowd gasped as a Drill Team member lost



Above: Oldest machine on the Run was a 1909 Indian, owned by Dewey Bonkrud of Santa Ana, Calif., holding his trophy. Below: Chuck Pollard took second place in the Antique class.



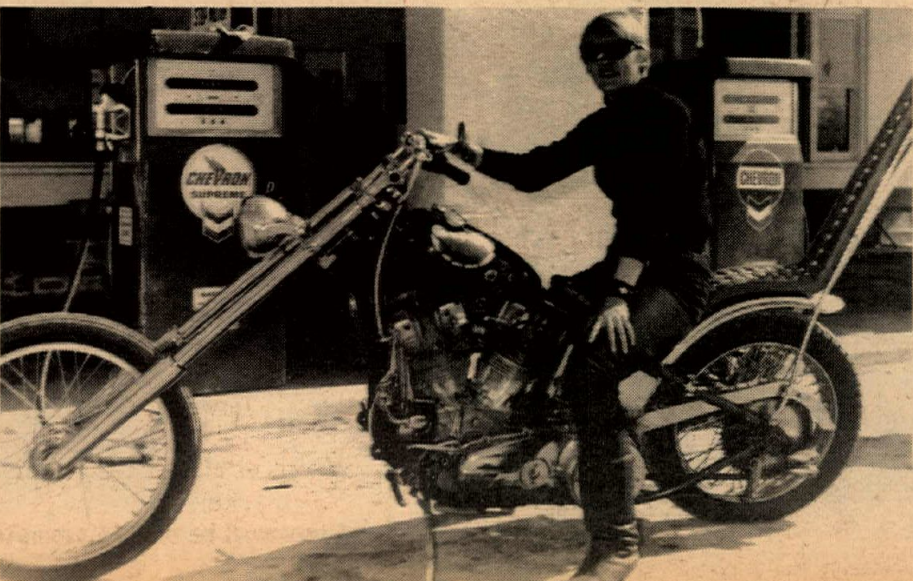
It took Bob Anderson 5 months to build this monster powered by a '37 Ford 60. He rode it from Vallejo, Calif., claims the performance is great. Curious crowds gathered wherever he stopped.



Hands down (or foot down) winner of the Heaviest Rider Contest was Bill "Big Daddy" Miller, shown defeating an opponent by placing only one foot on the plank. Big Daddy weighs in at 325 pounds.



Above: Marksmanship contest finds Dad piloting the BMW while Junior scores a bulls-eye. Below: This pretty girl cruised up the the gas pumps on an exotic chopper, drew plenty of stares.



SAVE UP TO 50% THREE MILLION USED M/C PARTS

WE PAY CASH FOR
USED PARTS — ALL MAKES

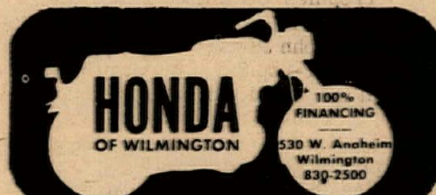
DISMANTLING

'66 HONDA 450
'65 HONDA S-90
'67 BRIDGESTONE 175
'64 YAMAHA YDS 2-250
'64 HONDA C-200-90cc

WE SHIP ANYWHERE.
WRITE OR CALL FOR OUR
PROMPT SERVICE —

MOTORCYCLE SALVAGE

835 W. FOOTHILL BLVD.
AZUSA, CALIFORNIA
PHONE: (213) 334-5912



SAVE on USED HONDA PARTS

Phone
TE 4-0558
Wilmington Discount Cycle Center
1505 Avalon, Wilmington, Calif.

THE BOONDOCKER

it's pure SACHS

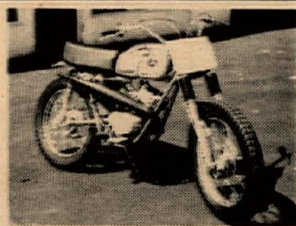
SACHS MOTORS CORPORATION

A Subsidiary of Fichtel & Sachs
Fellowship Road, Dept. 187 • Cherry Hill, New Jersey 08034
609 424-2666

* THE TWO-WHEELER *
* SUZUKI *
* Ready for Immediate Delivery! *
* 867 W. Colton Ave. San Bernardino, Calif. *
* (714) 885-3445 *

CANOGA PARK TRIUMPH

7233 CANOGA AVE. 346-3700



Have Your Hodaka Set Up
To Win By

EDDIE CROWELL Hodaka Headquarters EXTRAS

- 1 Webco Sprocket
- 1 350x17 Rear Tire
- 1 350x18 Front Tire
- 1 Stainless Steel Fender
- 1 Pair Girling Shocks
- 1 Set Orlandi Forks
- 1 Fork Brace
- 1 Set Daytona Bars
- 2 Steel Control Levers
- 1 External Coil
- 1 Webco High Comp. Head
- 1 Set Straight-Cut Gears
- 1 5-Speed Gear Box
- 1 Number Plate and Bracket
- 1 Crowell Tuned Pipe
- 1-18" Front Wheel
- 1-1/8 Turn Throttle
- 1 Kill Button
- 1 Bobby "J" Air Cleaner
- 1-28mm Carburetor-Amal
- 1 Center Float
- 1 Crowell Port Job

10427 Prairie, Inglewood
Phone (213) 673-5562

his balance and made a desperate grab for the handlebars, narrowly avoiding a spill.

Following the Drill Team Show, a National Monument Ranger presented an interesting illustrated talk, starting at 6 p.m. at the Visitor Center.

There were so many activities crowded into Saturday afternoon, that it was nearly impossible to take in everything. Perhaps the best plan is to choose a couple events and given them your full attention, then take in other the following year.

The Evening Assembly was held from 8 to 10 p.m. Saturday evening, with trophies awarded for just about everything. This year's beauty contest brought out a number of beautiful young dolls, so fetching in their bikini bathing suits, it's a wonder it didn't start a stampede.

The girls weren't the only ones to display their good looks; the men rolled up their pants legs and the judges awarded a trophy for the Best Looking Legs. Then another group of men lined up to compete for the Baldest Man Trophy.

Other traditional events followed. Bill "Big Daddy" Miller, weighing 325 pounds, had no trouble winning the Heaviest Man Contest, defeating some of his opponents by placing only one foot on the plank. Half-a-dozen beautifully dressed groups lined up for judging of the Best Dressed Club. This year's shortest rider was Ruby Stoddard, who measures 4'6". Tallest rider was Kent Bryan at 6'9".

Trophies were awarded to the Earliest Mail Entry, and the Long Distance Entry, John Pitt from Montreal, Canada. The ever-popular Flapjack Contest was held as usual, the winning team being the couple who built their fire, cooked and ate their flapjack in the shortest time.

The biggest winner of all was Joe A. Jackson of Santa Fe Springs, Calif., who won the new XLCH Harley.

Weather on the Death Valley Tour is usually beautiful, but as the program ended Saturday night, a strong wind began to blow. By the time the riders reached their tents and sleeping bags, 40 mph gusts were whipping across the desert, blowing tin cans, cardboard boxes, and clouds of dust through camp. The wind blew all night and continued



Winners in this Playboys Field Meet contest were the team that could snap the most clothespins on the line as they rode by. The bike is a rear one, a vintage Moto Guzzi 30.50 single.

all day Sunday. Some lost their enthusiasm and headed for home Sunday morning, but there was still a large crowd on hand Sunday morning for the judging contest, starting at 8 a.m.

Trophies were awarded for the Best Looking Riders and Bikes in a number of classes. High Point of the program was the display of classic and antique machines, most of them looking factory-new, even though they ranged from 20 to 58 years old.

Sunday's program ended early this year, partly because gusts of wind sent clouds of dust swirling across the field, and by 10:30 a.m. the trophies were won and most of the riders were on their way home.



Art and Jan Chester's poodle, Skippy, values his head and is smart enough to wear a safety helmet. How about you?

the Run's head man, has hinted that he has other locations in mind.

In 1849, a wagon train of immigrants blundered into the Valley. This was in the days before genuine, dependable Harley-Davidsons, and they had a bad trip; 19 perished. As they made their way out, they cursed the place and cried out "Goodbye, Death Valley." The name stuck, but how times have changed. Now, as the thousands of motorcyclists leave on their way back home each year, they may say "Goodbye Death Valley," but it's with a smile, a wave, and a promise to return next year.

(Results on page 20)

Next Week in Cycle News: DIRTDIGGERS & SAN DIEGO MOTO-X's FISH FRY ATTRACTS 250

Story and Photo by Robert O. Fee

250 Southern California motorcyclists enjoyed trout dinner at Whitewater, Sunday, October 22nd. Sponsored by the Big Three Triumph Dealers, the 16th Annual Fish Fry followed its usual format of a leisurely ride to Whitewater Sunday morning, relaxation in the shade of Whitewater Park, and food - good food. The deep fried succulent trout qualified for the title "gourmet" as it was done to perfection under the supervision of Ruthie Fordyce. Accompanying the trout were beans, slaw, bread, coffee and cold punch.

At 2 p.m., following the dinner, tickets were drawn to award merchandise to the lucky riders. Most of the goods came from the shops of the Big Three; Skip Fordyce, Ed Kretz, and Dave Mason. Cycle News donated several subscriptions for the motorcyclists. One winner of a Cycle News subscription was George Hays, whose stories and photos regularly appear in these columns.

The sweepstakes trophy was won by Gilbert M. Bratlien of Fontana. By 3 p.m. all the cyclists were on the road home after a pleasant day.



Obviously enjoying themselves after a pleasant outing that attracted 250 Southern California road riders, this smiling group displays the awards they won at the 16th Annual Fish Fry.

THE DEATH VALLEY COMMITTEE WISHES TO THANK

all the participants in the 1967 Death Valley Tour for their wonderful congeniality and we look forward to seeing them all back next year at the 15th annual Death Valley Motorcycle Tour.

Sincerely,

Dick Hutchins

Chairman, Death Valley Committee

DID YOU LOSE?

your pin and lighter on the way home? If you want an extra Death Valley souvenir pin and lighter, send \$2.50 with your name and address to Motorcycle Tours, Inc. 12738 S. Paramount Blvd., Downey, Calif.

(Cash or Money Order only... No Checks)
They will be mailed promptly.



EL TOUR GRANDE

THE ENSENADA CAPER

Times are changing for the road-minded fun rider. Clean-cut club members and gentlemen outriders are little by little erasing the old-fashioned motorcycle image in public minds or at least are adding some new impressions.

The Cycle News-sponsored Ensenada El Tour Grande motorcycle poker run last weekend, November 4 and 5 gave many people a better impression of what the pleasure-riding motorcycle enthusiast is really like.

Starting at 9 a.m. Saturday, 200 riders from as far away as Washington drew their first card at check one near the Baja California border town of Tijuana. From then on it was 65 miles of pure two-wheeled enjoyment as the scenic old highway led the motorcycle buffs past beaches, through desert and over mountains into the fishing village of Ensenada. Besides the delight they experienced of being a tourist in a foreign country, many for the first time, the chances of drawing a winning poker hand at each of the five check points along the route heightened the anticipation at every turn. This was not a "secret" poker run. The riders saw their cards and so could savor the thrill

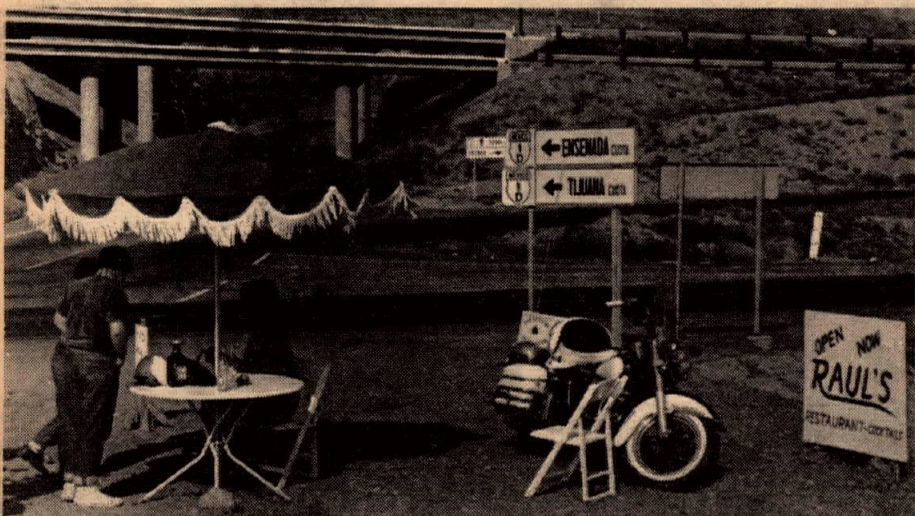
of filling that winning hand, card by card.

The final check point on the Ensenada shore was also the campground. Restrooms and showers provided by Sr. Manuel Arce of the Maria Luisa Trailer Court were welcome that afternoon, as were the tasty filet mignon suppers that Sr. Arce's kitchen served up.

California's Ace of Clubs M.C. ably manned and womanned the check points and saw to it that the tour went smoothly. Only one accident occurred on the way down. A sandy beach lured one rider into attempting to imitate J.N. Roberts. Lacking J.N.'s talent, and further handicapped by too much beer, the solo racer high-sided and broke his motorcycle and one rib. The only other accident of the run happened to the custom bike winner, luckily right after the judging was completed. He discovered that the turn near the wharf in Ensenada is often slippery with fish oil. He was not badly hurt in the slide-out, but his prize-winning Har-



Mariachi band provided musical accompaniment to the judging contest.



Tour riders drew poker cards at five checkpoints along the 65-mile route. Checks were capably staffed by Ace of Clubs M.C. members.



A crowd of thousands watched the Ace of Clubs drill team perform their intricate riding show. This 9-man and 2-girl team is far and away the best precision riding group in America.



The old meets the new in Mexico.

ley is now "custom-by-crash."

What kind of town is Ensenada? Imagine if you took San Francisco's Fisherman's Wharf, scenes from Van Gogh's paintings, a little bit of the wild west and a lot of South El Monte and placed them in a miniature bay like a many-faceted jewel in a plain bronze setting and that would be Ensenada. The city was sparkling with fiestas honoring the 365th anniversary of its discovery by Spanish explorer Sebastian Viscaïno. After the best-looking motorcycles and riders were selected by Ensenada Chief of Police Camacho, a representative of the Governor, and head of the Dept. of Tourism Sr. Emelio Mendez (again assisted by the Ace of Clubs), the riders spread out to enjoy the fiestas. There were cockfights all Saturday night, horse races on the beach, Mexican rodeos, music, dancing, baseball games between the Mexicans and the Americans, more sightseeing than an eye could stand in only one weekend and the shops and entertainments that annually attract thousands of U.S. tourists across the Baja border.

At 10 a.m. on Sunday, the grand parade lined up downtown and, in charming Mexican fashion, paraded leisurely through Ensenada. Held to a walking pace to accommodate the horses, flower-decked floats and antique cars (which were also having a convention in town) the parade soon bored the cycle riders and so they turned off at the main plaza and put on their own fiesta.



Looks graceful, seems easy, but don't try it with your wife. Ace of Clubs drill team spends hundreds of hours practicing to put on a perfect show.



Unusual decorative and useful trophies are a hallmark of the Cycle News El Tour Grande. They are all of hand-wrought native brass and copper, featuring the Aztec calendar on cups, vases, plaques and ashtrays.



Most of the leading road clubs were in attendance. Largest representation was the Saddlelites, all the way from Santa Maria, Calif.



Don't let anyone tell you the Ace of Clubs gets nervous before a drill team performance...Excited, maybe.

Townpeople who had seen or heard about the motorcycle fiesta there last year jammed the plaza to gasp as the Ace of Clubs Drill Team of ten motorcycles went through their thundering, graceful, exciting performances. Enthusiastic applause followed every maneuver and the whole drill was flawless. Cycle News photographers recorded the show on movie film. Eventually it will be made into a documentary for television.

No sooner had the applause died down than the trophy presentation began, emceed by Cycle News publisher Chuck Clayton. The Mayor of Ensenada awarded the trophies for the poker run winners and gave a special trophy to the Ace of



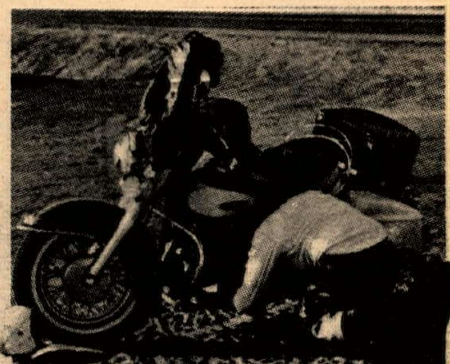
Nearly every brand of motorcycle and enthusiast was in the Grand Parade, to dazzle the natives and a bumper crop of U.S. tourists with the variety of motorcycle life and extremely good manners.

Clubs for their excellence. A special award also went to Mr. and Mrs. Duell from the state of Washington, who came the farthest for the tour, but arrived too late to enter the poker run.

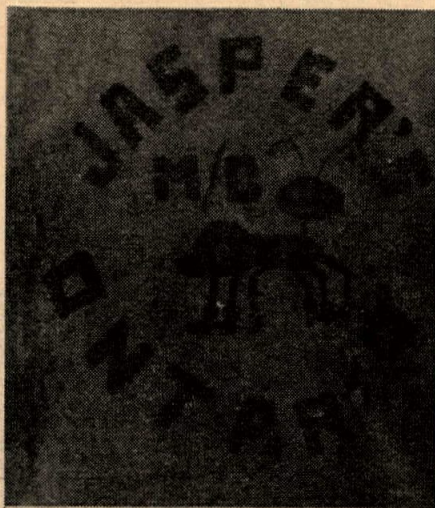
The Mexican people said they were truly impressed with the high calibre of motorcycle people they met that weekend and that we are all invited back any time. Next year the Cycle News El Tour Grande and Motorcycle Poker Run to Ensenada will be in October, so ride in good health and we will see you all then!



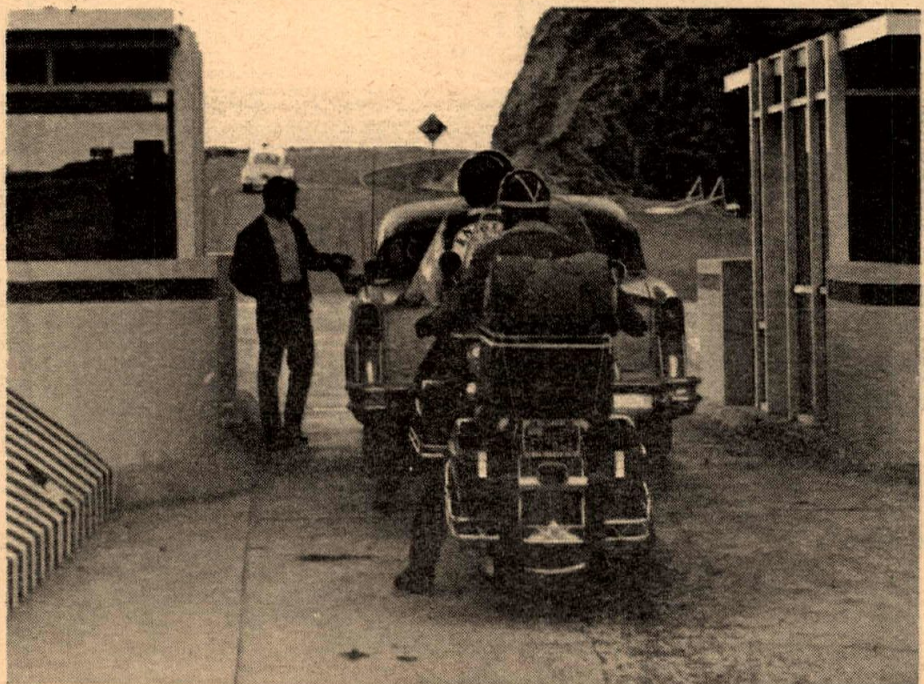
Cycle News Publisher Clayton, right, presents the second place mens poker hand winner Howard Temple with his unique brass trophy.



A little pause by the roadside to say his prayers... or something.



Riders returning from the Ensenada Tour reached the International Border about dusk after two wonderful days in a foreign land.



The penalty for straying off the course was to find yourself on the toll road. Fee for motorcycles on the new four-lane highway to Ensenada is 60¢. The poker run followed the old road... more fun and for free!

JACKASS ENDURO



It's early morning on Red Mountain and almost 300 riders are on hand for the 8:01 a.m. start of the Foothill Hawks annual Jackass Enduro.

Story and Photos by John Shedd

Nearly 300 riders coaxed their machines over the Burro trails of early prospectors as they strove to win the Foothill Hawks' annual Jackass Enduro.

This year, riders were greeted with much better weather. In '66, the cold wind did its best to make everyone as miserable as possible. On top of making everyone uncomfortable, it blew away every course marker, making a bad situation worse. This year, however, riders were blessed with a beautiful day. There was little wind, and a cool

morning turned into an ideal sunny day.

The start and finish was at Red Mountain, California. The first loop was similar to last year's, and part of it was the same course, but riders were traveling in a different direction. At 8:01 a.m., the first four riders were on their way. Starting in a southerly direction, they paralleled Hwy. 395 for a ways and then began making a loop to the east as they encompassed Red Mountain and Dune Mountain. The first loop had its share of cobby stuff with some nice big rocks to lean against in case you should decide to park your scooter

in a hurry.

Shortly after 10 a.m., riders began coming in with half of the 100 mile ride behind them. After a 19 minute stop, they were off again. The second loop started on the California City Mojave Road, west of 395.

The course turned right toward Randsbog, then left over Government Peak and followed the mountain ridges toward California City and back along part of this year's Greenhorn course.

The first riders finished at Red Mountain at about 12:45, and shortly after 2:00, almost everyone was in who could



The two Greeves riders above, wearing temporary numbers traverse cobby portions of the 100-mile course. Since enduros are particularly hard to score, results will appear later.

make it under his own steam. The early finish gave everyone plenty of time after they reached the finish, to swap tales before loading up and still get home early.

(Results will appear when available.)

SEE THE WORLD CHAMPIONS

TORSTEN HALLMAN DAVE BICKERS JOEL ROBERT and others

AT THE PROSPECTORS M.C.'s GRAND PRIX MOTO CROSS

250cc & Under, Saturday

NOV. 18th

and Sunday

NOV. 19th

251cc & Over

AT CASTAIC PARK

WE OFFER A BONUS OF \$100.00 TO THE FIRST AMERICAN RIDER WHO CAN WIN A MOTO CROSS OVER THE WORLD CHAMPS. THIS IS IN EXCESS OF ANY PRIZE MONEY HE MAY ALSO WIN. TO BE ELIGIBLE FOR PRIZE MONEY RIDER MUST BE A MEMBER OF F.I.M.

ENTRY BLANKS AND SIGNUP BOOTH WILL BE AVAILABLE AT HOPETOWN GRAND PRIX

POST ENTRIES AVAILABLE



MANY TROPHIES!

SOUVENIR PINS!

Send entries to: PROSPECTORS M.C.
220 E. 64th Place
Inglewood, Calif. 90302

For Information Call: (213) 674-5782
First Event Starts: 9 a.m.

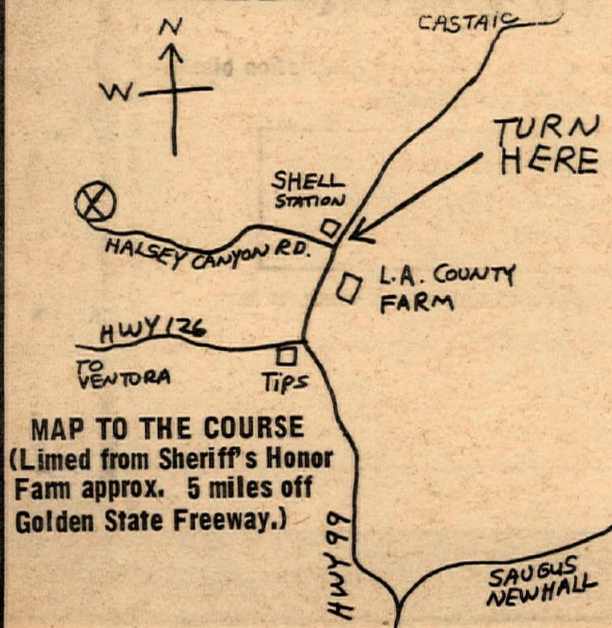
COURSE IS 90% VISIBLE FROM ALMOST ANYWHERE ON THE AREA OF THE COURSE—
PERFECT FOR SPECTATORS

SPECIAL NOTICE

The Prospectors M.C. wishes to apologize on behalf of the A.M.A. who led us to believe we could have an event with an F.I.M. and A.M.A. sanction. After our posters were distributed we were then relieved of our A.M.A. sanction. Our event will not give District 37 TT points. All hail Columbus!



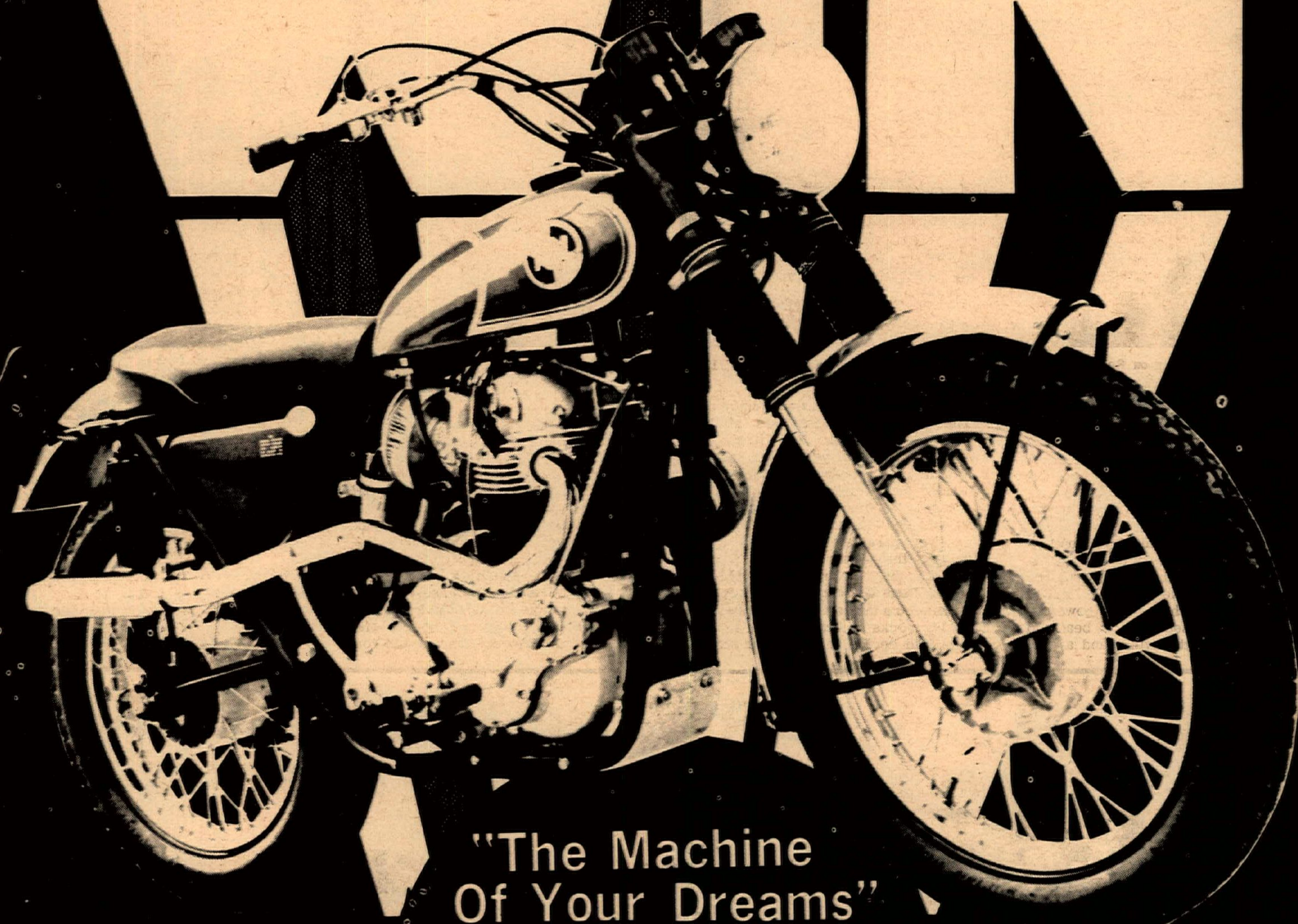
Photos by Chris Lavery



MAP TO THE COURSE
(Lined from Sheriff's Honor Farm approx. 5 miles off Golden State Freeway.)

NOW SUBSCRIBERS CAN

USE THE CONVENIENT SUBSCRIPTION FORM AT THE BOTTOM OF PAGE 2



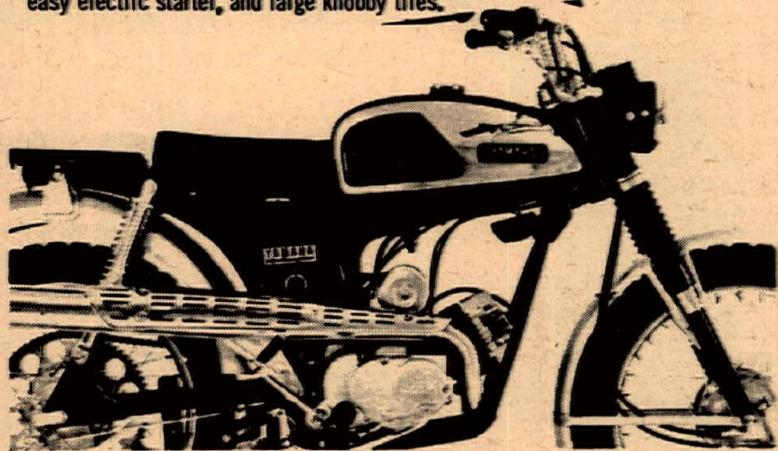
"The Machine
Of Your Dreams"

Enter Cycle News' New Subscription Contest!

PRIZES —

GRAND PRIZE— a Brand New NORTON P-11 Dual-Purpose Scrambler. Wait til you get the pink slip on this brawny, man-sized cycle! Ride it on the road as a fine touring Norton, or take off the lights and PRESTO! It's a gaspingly fast P-11 Scrambler. Guaranteed to crank off 90-plus quarter-miles and bring home the trophies for you, if you're the winner.

FIRST PRIZE— Yamaha Trailmaster 100. Perfect for one, two or three-bike families. The in-demand, best handling bike in its class-on or off the road. Has Yamaha's standard features such as famous single rotary valve engine, proven oil injection system, easy shifting 4-speed gearbox, and water-and dust-proof brakes, plus special features for off-the-road riding: Double sprocket for both street and trail riding, adjustable rear shocks, strong engine guard plate, easy electric starter, and large knobby tires.



SECOND through FIFTIETH PRIZES— Sexy, revealing Cycle News T-Shirts for men or ladies.

RULES —

Entries will be judged on originality, sincerity and aptness of thought. Contest ends on Midnight, December 1st, 1967, and entries postmarked after that date will not be eligible to win. All entries become the property of C&S Publishing Company and none will be returned. In case of duplication the earliest postmark decides the winner. Contest not open to employees of C&S Publishing Co. or their families.

HOW TO ENTER

FIRST— Subscribe to Cycle News. This is NOT a subscription blank. It is an entry blank for the contest only.

If you are already a subscriber,
please attach address label from
CYCLE NEWS here.

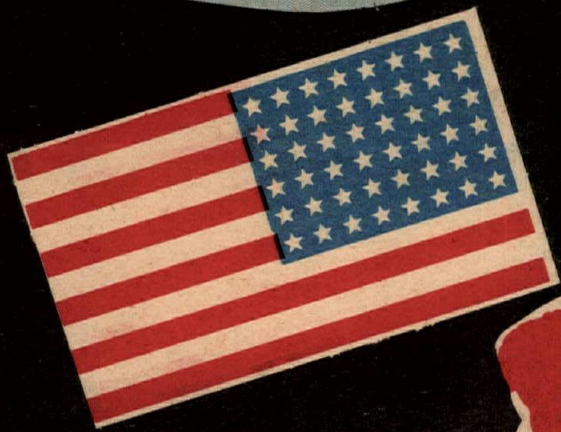
SECOND— Complete the following statement in 25 words or less:

"I Like Riding Motorcycles Because....."

(Use this blank or a reasonable facsimile)

That's all there is to do. If you're a subscriber you have a chance of winning the "machine of your dreams," the magnificent Norton P-11, or any of 50 other valuable, unique prizes.

Mail to: Cycle News, Subscriber Contest, Box 498, Long Beach, Calif. 90801



For the first time an American rider has successfully taken on the World Champions in moto-cross (scrambles) competition! Ron Nelson of Southern California riding a 360cc Montesa did it when he finished ahead of 4-time World Champion Torsten Hallman of Sweden in the 500cc clash last Sunday Nov. 5th at the Sedan, Kansas International Moto-Cross. Ron has been riding motorcycles since a very early age and has always wanted to be an American world champion. He chose Montesa for his weapon because "it outlasts and outlasts" the rest.

Montesa Motors has long believed that American racers have what it takes to compete successfully against world champions. Our eventual goal, as Montesa Motors Vice President Dan Gurney wishes, is to help Ron become the first serious threat to European rider supremacy in World Championship Moto-Cross.

VIVA
RON N

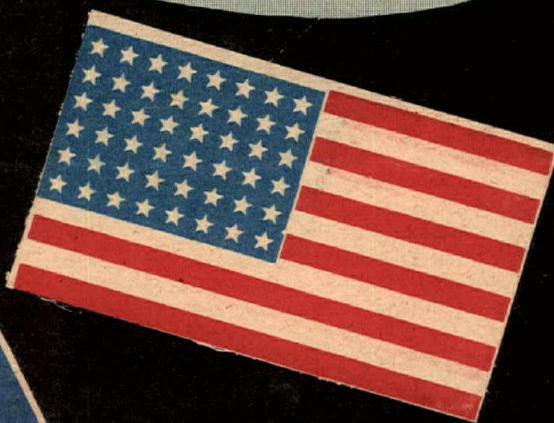
VIVA
AMER

VIVA
Nelson

4! NELSON

ERICA

4! Montesa



Here is Ron Nelson winning a recent 250cc Moto-Cross event against Californias best. He took Hallman on Montesa's new 360cc Cappra (they'll be here in April. Better place your order with your Montesa dealer now).

Other models available

- 250cc Scorpion -- Copied from our famous scrambler, for enduros, trails, hills and highways
- 250cc La Cross -- The Powerful, indestructible scrambles winner.
- 250cc Impala Sport -- Road racing bred for the American road

UNOFFICIAL RESULTS
F.I.M. International Moto-Cross
Sedan, Kansas November 5, 1967
500cc Race
1st Joel Robert (Belgium) CZ
2nd Dave Bickers (England) CZ
3rd Roger DeCoster (Belgium) CZ
4th Ake Johnsson (Sweden) Husk
5th RON NELSON (U.S.A.) MONTESA
6th Torsten Hallman (Sweden) Husk

3657 Beverly Blvd.,
Los Angeles, Calif.

WHY SHOULD DON VESCO PUT HIS REPUTATION ON THE LINE FOR MONTESA?



Don Vesco knows motorcycles. A glance at his victories and records in road racing, Bonneville speed week and drag racing will testify to that. So naturally, Don sells Montesa at his El Cajon, Calif. dealership ... has been for the past two years.

"I like Montesa because they are winners," says Don. His championship Montesa team is entered in the Hopetown G.P. Nov. 12, including Bill Silverthorn, and Chuck Baker...

VIVA

MONTESA MOTORS, INC.

Sole U.S. Distributor
3637 Beverly Boulevard
Los Angeles, California 90004

**JOHN DI SIMONE INVITES
YOU TO COMPARE THE DEAL**



at **HONDA-BSA CULVER CITY**
"Where Service Comes FIRST"
4221 Sepulveda Boulevard
391-6217



SKIN SHIRTS LEATHER JEANS
contour cut short rise — glove leather
IRON CROSS BELTS
3-2-way stretch 1 piece Riders' Suits
Send 25¢ for Color Photo Catalog
PARR of Arizona W. Hollywood.
8700 Santa Monica Blvd. Open Friday evening

**POWER
RESEARCH**
and development CO.

269 ORANGE AVE., GOLETA, CALIF., 93017
PH. 805-967-8919

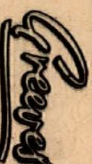
THE HOME OF CHAMPIONS!

BULTACO

For Your Nearest "Built-To-Go" Dealer
Call TR. 7-2400 or P.O. 9-0441



SHELL MOTORS



HODAKA

Lynwood 3365 Century Blvd. NE 8-4864



BILL KRAUSE'S
MOTORCYCLE DEPT. STORE

HONDA/TRIUMPH/YAMAHA

1257 S. LA BREA at Century • Inglewood • 671-4406 • 678-5015

BMW

• GREEVES

• MONTESA

• MOTO-BETA

LARGEST PARTS &
ACCESSORIES DEPT.
IN THE SOUTHLAND

SPROCKETS

Story & Photos by Stan Colfee

Blessed with beautiful blue skies and a good rider turnout, the Bakersfield (Calif.) Sprockets' monthly bash was a huge success on October 29. Many riders who have not made an appearance in Bakersfield in recent months took over where they left off, winning.

Joey Brown added another two-fifty Expert trophy to his collection when he downed teammate and fellow CZ rider Wayne Schmidt. Joey did it the easy way by sweeping all three motos. Skip Saylor bested Morris Wright to capture third place.

The Open Expert moto was strictly a wire to wire, no sweat cruise for Butch Turner (Triumph). Jeff Sperry (H-D) and Sid Payne (Matchless) did everything in their power to do Turner in, but they didn't even come close.

Motorcycle racers have got to be a dedicated lot. A gentleman with the unlikely name of Storme Winter drove 625 miles from Eureka, California to take on the local Open Amateurs with his Harley. Storme got the job done, picked up his trophy, and drove back. That's dedication. Bob Leppke came in second ahead of fellow Triumph rider Ron Spillman, who tried the forty-inchers for the first time. Had it not been for a faulty engine in the first moto, Leppke might have taken first, but this just wasn't his day.

Kawasaki owners and dealers had plenty to shout about. No less than three class winners were "Saki" mounted. Richard "Rip" Sweeney of Riverside took his 120 (squeezed down to 100cc's to comply with District 37 rules) to an easy win in the Novice main. Sweeney won by a good fifty yards over Craig Ingalls, who was busy fighting it out with Tom Cooper for the second spot.

Ron Tobey blasted all foes in the Amateur class. Ron rode a very fast 120 to victory in two out of the three motos. Jeff Johnson beat out Tobey in the last moto and compiled enough points for the number two spot. Larry Melton, beautifully attired in knee-high rubber boots, outpointed Darrell Smith for third.

Kawasaki's third victory materialized when Guy Smith of Tat guided a twin to the front of a large field of two-fifty Amateurs. Guy had a little trouble with Bultaco-mounted Tom Church, but managed to rap him in the final moto and take away the glitter.

The possibility of a small bike sweep for the rapid Japanese model failed to materialize when Joe Roseberry couldn't get his 120 started for the second heat. Joe was impressive in the first heat when he passed Mike Lane on the last lap and nipped him at the flag. Roseberry rectified his trouble in time for the third moto, but Hodaka-mounted "Mighty Mike" rode flawlessly to salvage his pride and position. The third place Expert was Randy Smith of Bakersfield. Randy was the biggest man in the class and rode his Honda well to hold off hard-charging Jimmy Maxwell (Hodaka).

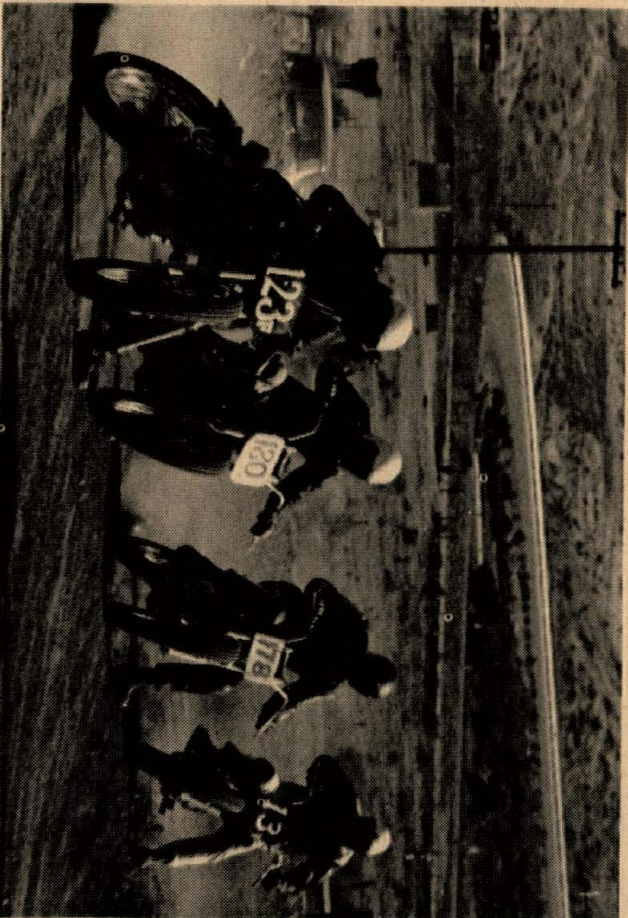
In the 200 Amateur-Expert moto, Lane was again victorious on a Bultaco but this time the margin was much slimmer. The aforementioned Smith, this time mounted on a 160 Honda, was only two points behind when the points were tabulated. Lane won the first two motos and Smith finished third the first time and then second. Going into the final round, Lane had 800 points and Randy only had 525, but coming out of the first turn Mike "overcooked it" and went down. Mr. Smith went on to win, but Lane remounted and finished to earn 127 points. The final total: Mike Lane 927 — Randy Smith 925. You can't get much closer than that. Steve Davis rode fast and smooth to garner the top Amateur spot.

One of the world's fastest barbers, Ernie Winslow, came out on top of the 200cc Novice heap. Ernie had some stiff competition from Cecil Bailes and Steve Bray, but executed some great passes to grab the gold. All three rode Bultacos.

Rick Newby (Royal Enfield) rode his last race as a Novice in the 250cc divi-



Although Skip Saylor (Bultaco) appears to have the edge here, pole man #11 Joe Brown (CZ) wrapped up the Sprockets 250 Expert Main. Second went to #31 Wayne Schmidt (CZ), 3rd was Saylor, #106 Rick Blake (Bultaco) wound up 5th.



In the 200 Amateur/Expert Main at Bakersfield, #180 Mike Lane came out on top of the pack, Steve Davis (123) wound up 3rd ahead of Art Carter (13) and Randy Smith (176). All rode Bultacos.

sion, and made it a winning one. Rick will now move up to the dreaded Amateur division to try his hand. Steve Colby (Bultaco) finished solidly in second, but Max Carpenter (also Bultaco) and Howard Howell waged a fantastic duel for third. Max held off Howell's challenge and won by a slim margin. Young Howell bears watching. He's a member of that super-fast CZ team from Paso Robles. Dick Davis had trouble keeping the front end down on his potent Ducati and settled for fifth.

Ed Swortfiger came out of retirement and piloted his Honda ahead of Lynn

SCRAMBLIN' AROUND

By Maureen Lee

Once Corriganville is over each year we all sort of sit around and gloom at each other, "Gee, no big sporting races 'til next Corriganville," but this year it sure is different. The Gripsters have a real big one set for February 10-11 which sounds as if it's going to be like the old Catalina days. The course will use the streets of Elsinore plus the dirt, with the California Highway Patrol, local police and the whole city helping in the running of the event. The streets can be closed off for six hours each day.

The entry will be high, \$10, but you'll get an awful lot of racing, believe me, and the run has been voted upon at the District 37 meeting to pay scrambles and desert points. A pat on the back for the Gripsters who have always thrown good events for getting in there and really working for what could turn out to be a yearly classic, and boy, do we need those! When the time comes we'll keep you posted as much as possible on how this event is shaping up.

For the first time this year Corriganville is having a Powder Puff class and the Prospectors say with enough entries they will have one at Castaic too, but it seems to us that all the gals are smart enough to know that a Powder Puff once in a while is fun and entertaining at these events, but not all the time. At courses like Castaic and Forst Ranch a gal had better ride like a man with plenty of experience such as the Desert Daisies have, or just forget it. Speaking of the

Campbell and Louie Wood in the 350 Nov-Aim class. Second and third place men also rode Hondas.

The Open Class Novice show was a hard fought contest all the way. Matchless-mounted Wendy Arragon finally emerged victorious, though, ahead of BSA rider Del Colby.

The final flag fell at four o'clock. The entire program took a mere four hours to complete. Almost all classes were closely contested and everyone was satisfied with the action.

(Results on page 20)

Powder Puffs, the Hilltoppers M.C. gave their biggest trophy to the P.P. winner of their Charlie Coughran Benefit, Eunice Long. After the appropriate inscription of place, event etc., it read "I dreamed I rode Perris in my Maidenhair." The European boys are starting their march westward with moto-crosses having already been held in Massachusetts (Dave Bickers winning), and in Kansas (Joel Robert the winner. Bickers second) and it sounds like they are sweeping the board. The Husky riders are tied slightly by having their work machines sitting on the dock held back by the strike. We hear the Kansas event had a poor turnout but the track was over a 100 miles away in either direction from a big city and who wants to drive that far! Castaic and Forst Ranch are close in to L.A., so we hope to have a real good turnout for that one. The European boys are good but then we've seen Preston Petty and Gary Conrad ride Forst, not to mention Ronnie Nelson's great ride there last time, so they just might not have it that easy! The local riders also know Castaic real well although the course has been changed quite a bit since the last moto-cross held there by the ACA.

Well, we'll see you this weekend at Corriganville. John Rice is going to ride, and two classes yet, but says he's just going to ride and not really turn it on. Come one John R., when did you ever do that! Put a throttle in that boy's hand and it gets turned on, all the way!

OHIO STATE T.T. CHAMPIONSHIP RACE

MARKEL'S BACK - AND WINNING!

By Ted Tappet Photos by Don Pummell

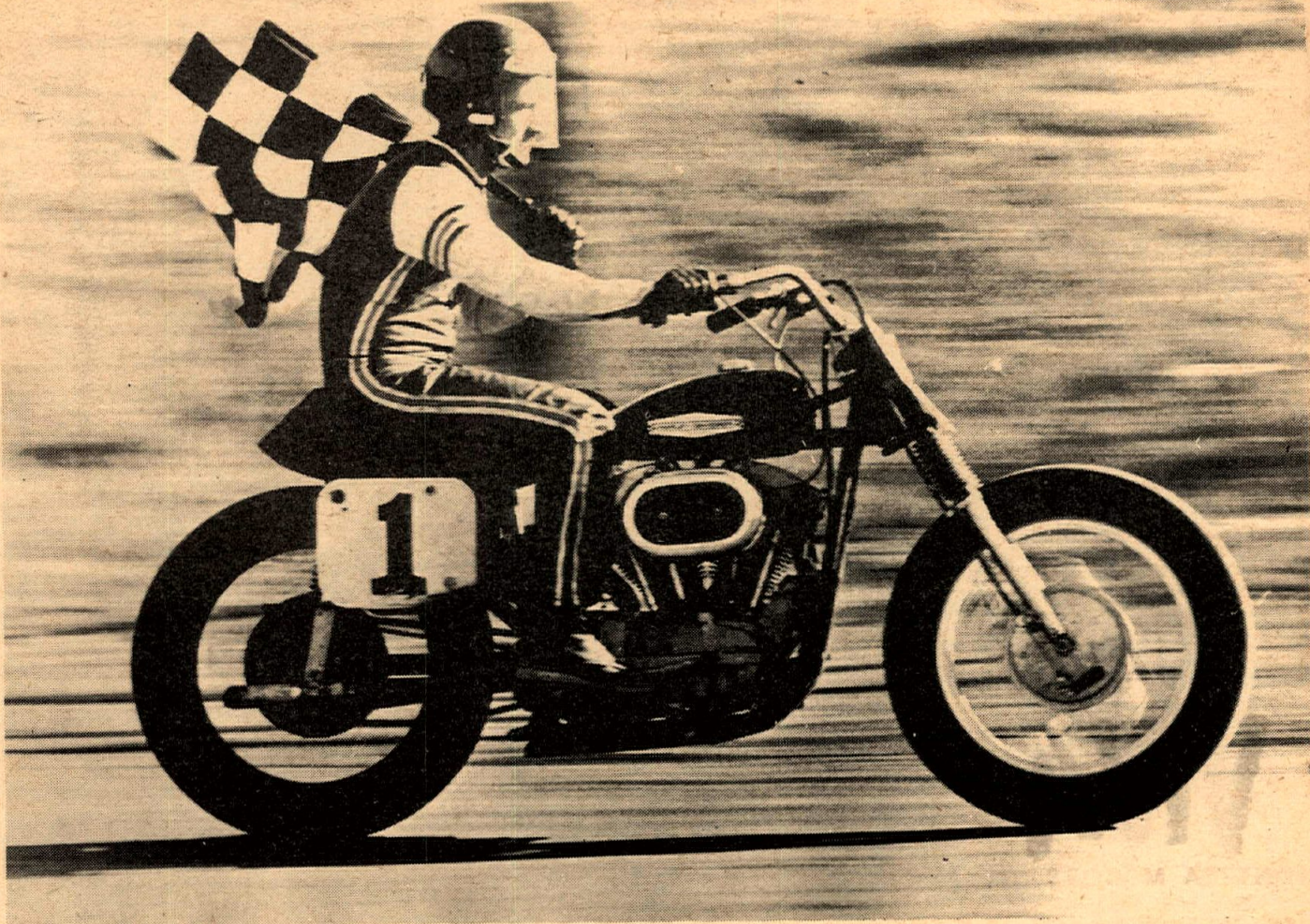
The 1967 edition of the Dayton Motorcycle Club-sponsored Ohio State T.T. Championship will go down in the record book as the wildest, fastest, most suspense-filled afternoon in the 57-year history of the D.M.C.

A good motorcycle race is like a successful Broadway play. A good cast of characters, a fine location, a suspenseful plot, entwined with a love story, and you're either on the Great White Way or on the D.M.C.'s club grounds for the Ohio State T.T. Championship.

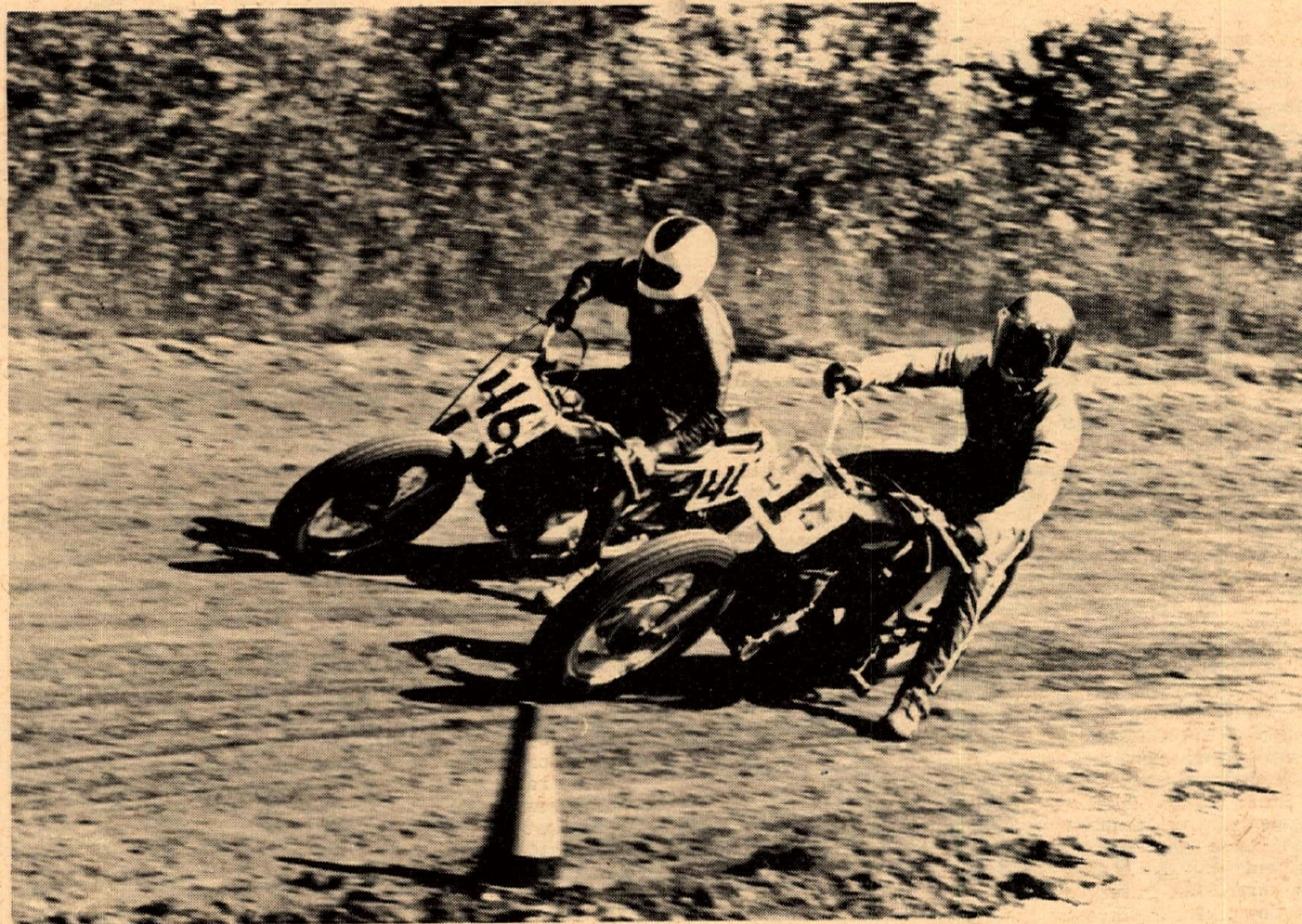
Opening curtain has the track crew putting the finishing touches on the "Action Track," under a cloudless 22nd of October sky filled with bright, warm sunshine.

Enter members of an all-star cast: Sam Ingram, Abram Drain, and Harold Lyons from Indiana; Joe Evans, Ben Breeding and Bob Perschall from Illinois; Ronnie Rall, Gary Hall, Charlie Hawk and Paul Rehmert from Ohio, and out of Michigan come Al Gaskill and Buck Graves.

As the pit orchestra starts to tune up with the sounds of Gold Stars, KR's, Bultacos, and other exotic noises, enter the star, who has returned to court his



Returning triumphantly to the racing scene and the winner's circle, Bart Markel, Harley-Davidson mounted National Number One.



Markel (1), aboard a borrowed CH street bike, motors by Triumph rider Bob Hinkle (46f) on his way to victory at Dayton, Ohio TT track. Bart set new track records in qualifying and the 10-lap Expert final.

life-long love, after turning his back on Dame Speed over in Sedalia, Missouri. He's Grand National Champion Bart Markel, sans competition license, which was cast away in a moment of despair.

AMA Referee Bill Boyce opens the track for the warm-up session for the 63 entries. Lap times are fast. Rall, Gaskill, Markel and Breeding are testing the track and one another...then the plot thickens. Markel raises his hand and pulls out of the pack. Disaster - the faithful XLR drops an exhaust valve in the rear cylinder.

Is he through for the day? No! Down through the pits, pushing a beautiful H-D CH street job comes one of the faithful Markel fans. "Take her, Bart, she's yours to use." "Thanks pardner", says ole Champ as he reaches for another wrench. With Rich Pearson and John Zwerican assisting, Markel wheels a hybrid out for qualifications. Rall has

already broken last year's track record of 25.20 seconds with a lap at 25.08. Breeding turns in a lap at 25.30. Bart rolls off the line, and tours the track in time of 24.67 seconds for a new track record.

Novice Dick Ary of Piqua, Ohio, by posting the fastest scratch heat, Amateur Ted Kieper of Milwaukee, Wisconsin, with a lap at 25.66 and Markel, are awarded gold wristwatches and in addition Bart also receives a check for \$25.00 for the new track record.

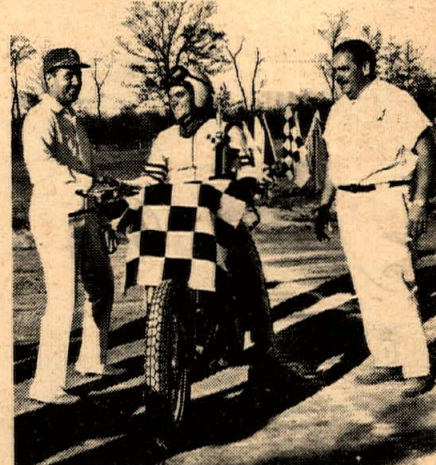
Novice heats are dominated by Rodger Lapart of Mansfield, Ohio and Cecil Jones from Indianapolis, Indiana, both Bultaco-mounted. Amateur heats go to George Singler, out of Medina, Ohio on a Triumph, and to Sam Ingram from Indianapolis, Indiana, on a BSA. Expert heats belong to Markel and Al Gaskill, the Michigan hotshots.

The Novice final, with seven Bultacos

and one Ducati, goes to Dick Ary riding a 200cc Bultaco, who edges out Rodger Lapart with a last lap, last turn dash to Duke Pennell's checkered flag.

The Expert final, with eight of the top Expert riders in the Midwestern United States, hit the first turn in a ball of elbows and handlebars, up the backstretch with Breeding, Markel, Rall, Gaskill, and Lyons all drawing a bead on the leading role. Lap four, Markel dives under Breeding while Rall tries to pass them both on the outside rim of the banked track. Bart takes the lead while Ronnie takes until the sixth lap to pass Breeding. Rall closes in on Markel but loses out to Pennell's flag as the 10 laps are run off in record time.

The Amateur final was won by Ab Drain, wire to wire. The ovation that the crowd of around 2,000 spectators gave the Negro rider from the Hoosier state proved that the two-wheel crowd



Winner of the TT Championship event for Ohio state riders, Ronnie Rall accepts congratulations from starter Duke Pennell (left) and Dayton M.C. proxy Walt Smith.

asks not what the color or creed, but how fast is your speed. Paul Rehmert nailed down second with Buck Graves third.

The Ohio Championship was a 20-lap Trophy Dash between Charlie Hawk and Ronnie Rall. Hawk led the first seven laps before Rall could get around Hawk's Triumph. Rall held on for his second Championship repeat in two straight years. Lennie Waldo was third, with Gary Hall taking home fourth place money.

One of the post-race highlights was Markel giving his qualifying watch and check to his faithful fan. Bart's comments on the track were a flat, "Best club-owned T.T. track I've ever raced on."

(Results on page 20)

ATTENTION!
2-STROKES RUN
WHEN WE GET DONE!
SUPER TUNING
by Culver City Cycle Center
10248 Culver Blvd.
(213) 839-9000

Porting and tuning 2-strokes is our specialty. Co. session releases expertly installed.

OPEN 6 DAYS A WEEK 9 a.m. to 6 p.m.
AND THURSDAYS 9 a.m. to 9 p.m.

(213) 839-9000



RESULTS

All results unofficial
unless otherwise noted.

OHIO STATE CHAMPIONSHIP T.T. RACE Dayton, Ohio, Sun., Oct. 22, 1967

Qualifying Times

Expert, Bart Markel, H-D, 2467, New Track Record
Amateur, Ted Kieper, BSA, 25.66
Novice, Dick Ary, Bultaco, 3rd Scratch Heat,
4 laps, 1:48.80

1st NOV. HEAT, 6 laps, Time 2:42.50

- | | |
|------------------------------------|-----|
| 1. Roger Lapart, Mansfield, O. | Bul |
| 2. Ronnie Millon, Logansport, Ind. | Bul |
| 3. Dick Ary, Piqua, O. | Bul |
| 4. Joe Tweedy, Terre Haute, Ind. | Bul |

2nd NOVICE HEAT, 6 laps, Time: 2:44.20

- | | |
|------------------------------------|-----|
| 1. Cecil Jones, Indianapolis, Ind. | Bul |
| 2. Frank Humphries, Germantown, O. | Bul |
| 3. John Louery, Newark, Ohio | Duc |
| 4. Ronald Hawk, Springfield, Ohio | Bul |

1st AMATEUR HEAT, 6 laps, Time 2:37.20

- | | |
|-----------------------------------|-----|
| 1. George Singler, Medina, Ohio | Tri |
| 2. Ted Kieper, Milwaukee, Wisc. | BSA |
| 3. Buck Graves, Ortonville, Mich. | BSA |
| 4. Paul Rehmer, Palestine, Ohio | Tri |

2nd AMATEUR HEAT, 6 laps, Time 2:39.80

- | | |
|--|-----|
| 1. Sam Ingram, Indianapolis, Ind. | BSA |
| 2. John Franklin, Mazon, Ill. | BSA |
| 3. Abram Drain, Indianapolis, Ind. | BSA |
| 4. Ronald Swinford, Indianapolis, Ind. | BSA |

1st EXPERT HEAT, 6 laps, Time 2:34

- | | |
|-------------------------------------|-----|
| 1. Bart Markel, Flint, Mich. | H-D |
| 2. Ben Breeding, Springfield, Ill. | BSA |
| 3. Harold Lyons, Indianapolis, Ind. | BSA |
| 4. Lennie Waldo, Columbus, Ohio | Tri |

2nd EXPERT HEAT, 6 laps, Time 2:36.70

- | | |
|-----------------------------------|-----|
| 1. Al Gaskill, Utica, Mich. | Tri |
| 2. Ronnie Rall, Mansfield, Ohio | Tri |
| 3. Charles Hawk, Athens, Ohio | Tri |
| 4. Tom Bowersox, South Bend, Ind. | Nor |

NOVICE FINAL, 4:30.80, 10 laps

- | | |
|--------------------|---------|
| 1. Dick Ary | 10 laps |
| 2. Roger Lapart | |
| 3. Frank Humphries | |
| 4. Ronald Hawk | |

AMATEUR FINAL, 4:22.70, 10 laps

- | | |
|----------------|---------|
| 1. Abram Drain | 10 laps |
| 2. Paul Rehmer | |
| 3. Buck Graves | |
| 4. Sam Ingram | |

EXPERT FINAL, 4:13.20, 10 laps

- | | |
|-----------------|---------|
| 1. Bart Markel | 10 laps |
| 2. Ronnie Rall | |
| 3. Ben Breeding | |
| 4. Al Gaskill | |

OHIO CHAMPIONSHIP T.T.

- | | |
|------------------|--|
| 20 laps, 8:36.90 | |
| 1. Ronnie Rall | |
| 2. Ronald Hawk | |
| 3. Lennie Waldo | |
| 4. Gary Hall | |

AFM ANTELOPE VALLEY GRAND PRIX

Pearblossom, Cal.

Sun., Oct. 29, 1967

By Bill Pettigrew

50cc GRAND PRIX

- | | |
|-----------------|-----|
| 1. Colin Jones | Hon |
| 2. Tony Nicosia | Suz |
| 3. Ed Clement | Hon |

100cc GRAND PRIX

- | | |
|-----------------------|-----|
| 1. Ron Pierce | Hod |
| 2. Georganne Muhlberg | Hod |
| 3. Dennis Anderson | Bri |

250cc GRAND PRIX

- | | |
|-------------------|-----|
| 1. Buddy Parriott | Yam |
| 2. Andy Lascoutz | Yam |
| 3. Dick Kilgroe | Suz |

TROJAN SPEEDWAY South Gate, Calif. 10-19-67 By Maureen Lee

TT EVENTS

100cc JUNIOR MAIN

- | | |
|-------------------|-----|
| 1. Don Elde | Hod |
| 2. Mike Toussau | Hod |
| 3. Steve Holladay | Hod |
| 4. Gene Bronson | M-B |
| 5. Bob Cernuda | Hod |
| 6. Mike Lamphere | Hon |

100cc TT MAIN

- | | |
|------------------|-----|
| 1. Gary Bailey | Hod |
| 2. Tom Warren | Bul |
| 3. Jimmy Raymond | Hon |
| 4. Don Leal | Yam |
| 5. Bob Watson | Hod |
| 6. Richard Ray | Hod |

250cc JUNIOR MAIN

- | | |
|---------------------|-----|
| 1. Norman Burascano | Hon |
| 2. John Selson | Hon |
| 3. Dale Wofford | Gre |
| 4. Paul Kastriases | Gre |
| 5. Larry Verdoorn | C-Z |

TROPHY DASHES

- | | |
|--------------------|-----|
| 100cc: Tom Warren | Bul |
| 250cc: Gary Bailey | Gre |

SHORT TRACK EVENTS

- | | |
|------------------|-----|
| 100cc MAIN | |
| 1. Tom Warren | Bul |
| 2. Jimmy Raymond | Hon |
| 3. Allen Costa | M-B |
| 4. Bob Watson | M-B |

250cc MAIN EVENT

- | | |
|--------------------|-----|
| 1. Lee Stumpenhous | Bul |
| 2. Tom Warren | Bul |
| 3. Coco Campbell | Hon |
| 4. Danny Jones | Bul |

250cc SENIOR MAIN

- | | |
|--------------------|-----|
| 1. Gary Bailey | Gre |
| 2. Lee Stumpenhous | Bul |
| 3. Michael Boal | Bul |
| 4. Danny Jones | - |

PRODUCTION OVERALL

- | | |
|-----------------|-----|
| 1. Jon Graber | Bul |
| 2. Dick Kilgroe | Hon |
| 3. Dan White | Nor |
| 4. Al Mark | Kaw |

125-175cc GRAND PRIX

- | | |
|---------------------|-----|
| 1. Steve McLaughlin | Hon |
| 2. Dick Stuelke | Hon |
| 3. Matt Chezum | Hon |
| 4. Bob King | Oss |

350-500cc OPEN CLASS

- | | |
|-----------------|-----|
| 1. Ken Clark | Tri |
| 2. Tom Steele | Tri |
| 3. Ron Pierce | Yam |
| 4. Clutch Cargo | BSA |

250-1000cc \$250 GRAND

- | | |
|-----------------|-----|
| 1. Ken Clark | Tri |
| 2. Clutch Cargo | BSA |
| 3. Ron Pierce | Yam |
| 4. Dick Kilgroe | Hon |
| 5. Tom Steele | Tri |



VACA VALLEY GRAND PRIX Vacaville, Cal. Sun., 10-29-67

175 & UNDER

- | | |
|-------------------|-------|
| 1. James Williams | 175cc |
| 2. Dave Scott | 100cc |
| 3. Eldon Parker | 125cc |
| 4. Tom Kunich | 125cc |
| 5. Mike DeVries | 175cc |

250cc GRAND PRIX

- | | |
|---------------|-----|
| 1. Ron Grant | Yam |
| 2. Ron Pierce | Yam |
| 3. Geoff Ryan | Bul |

350-500-OPEN

- | | |
|-------------------|-----|
| 1. Ron Grant | Hon |
| 2. Tom Steele | Tri |
| 3. Walt Fulton | H-D |
| 4. Art Bernheisel | H-D |
| 5. Phil Makanna | Nor |

PRODUCTION

- | |
|-------------------------|
| 100cc: Mark Lagomarsino |
| 175cc: Mike Flint |
| 250cc: Nick Theroux |
| 350cc: Nick Theroux |
| 500cc: Robert Gross |
| Open: No Finishers |

SPROCKETS SCRAMBLES Bakersfield, Calif. Sun., Oct. 29, 1967

By Stan Coffee

90cc NOVICE

- | | |
|--------------------|-----|
| 1. Richard Sweaney | Kaw |
| 2. Craig Ingalls | Hon |
| 3. Tom Cooper | Yam |
| 4. Ron Typer | Hon |
| 5. Rick Biddle | Yam |

90cc AMATEUR

- | | |
|-----------------|-----|
| 1. Ron Tobey | Kaw |
| 2. Jeff Johnson | Hod |
| 3. Larry Melton | Bri |
| 4. Ed Prince | Gil |

90cc EXPERT

- | | |
|-------------------|-----|
| 1. Mike Lane | Hod |
| 2. Joe Roseberry | Kaw |
| 3. Randy O. Smith | Hon |
| 4. Jimmy Maxwell | Hod |

200cc NOVICE

- | | |
|------------------|-----|
| 1. Ernie Winslow | Bul |
| 2. Cecil Bailes | Bul |
| 3. Steve Bray | Bul |
| 4. Jay Davis | Bul |
| 5. Dave Anderson | Gil |

200cc AM-EXP.

- | | |
|-------------------|-----|
| 1. Mike Lane | Bul |
| 2. Randy O. Smith | Hon |
| 3. Steve Davis | Bul |
| 4. Art Carter | Bul |
| 5. Randy Smith | Bul |

250cc NOVICE

- | | |
|------------------|-----|
| 1. Rick Newby | R.E |
| 2. Steve Colby | Bul |
| 3. Max Carpenter | Bul |
| 4. Howard Howell | CZ |
| 5. Dick Davis | Duc |

250 AMATEUR

- | | |
|-----------------|-----|
| 1. Guy Smith | Kaw |
| 2. Tom Church | Bul |
| 3. Don Sperry | H-D |
| 4. Butch Bivens | Suz |
| 5. Tod Sloan | Kaw |

250 EXPERT

- | | |
|------------------|-----|
| 1. Joe Brown | CZ |
| 2. Wayne Schmidt | CZ |
| 3. Skip Saylor | Bul |
| 4. Morris Wright | Bul |
| 5. Rick Blake | Bul |

350 NOV-AM.

- | | |
|-------------------|-----|
| 1. Ed Swortfiguer | Hon |
| 2. Lynn Campbell | Hon |
| 3. Louie Wood | Hon |
| 4. Dennis Sexton | Hon |
| 5. Norm Hoffman | Hon |

OPEN NOVICE

- | | |
|-------------------|-----|
| 1. Wendyl Arragon | Mat |
| 2. Del Colby | BSA |
| 3. Wes McAllister | Tri |
| 4. Julian Sanchez | Mat |
| 5. Wayne Hicks | Tri |

OPEN AMATEUR

- | | |
|------------------|-----|
| 1. Storme Winter | H-D |
| 2. Bob Leppke | Tri |
| 3. Ron Spillman | Tri |
| 4. Orvis Stacy | BSA |
| 5. Don McKay | Tri |

OPEN EXPERT

- | | |
|---------------------|-----|
| 1. Butch Turner | Tri |
| 2. Jeff Sperry | H-D |
| 3. Sid Payne | Mat |
| 4. Clarence Pittman | Tri |
| 5. Lannie Mayes | Tri |

LIONS DRAG RESULTS Sat., Nov. 5, 1967

STOCK STREET

- | | |
|------------------|------------------|
| AA - Speedy High | H-D 13.04-101.39 |
| A - Julian | H-D 14.64- 88.58 |
| B - Hartenhoff | Tri 13.64- 93.54 |
| C - J. McGlynn | Hon 15.08- 82.56 |
| E - H. Spivack | Suz 15.00- 86.81 |
| F - Dailey | Yam 17.76- 69.00 |

MOD. STREET

- | | |
|-------------------|------------------|
| A - Morrow & Lane | H-D 11.60-115.00 |
| D - K. Leonard | Hon 13.82- 94.10 |
| E - J. Linn | Suz 13.56- 96.98 |
| F - Zeman & Linn | Suz 18.23- 69.07 |

GAS:

- | | |
|--------------------------|------------------|
| AA - Clarence Bailey | H-D - - |
| B - American Speed Cycle | Tri 12.21-109.03 |

FUEL:

- | | |
|--------------|------------------|
| K.W. Kotalac | Vin 13.19-131.19 |
|--------------|------------------|

IRWINDALE DRAG RESULTS Nov. 4, 1967

TOP ELIMINATOR

- | | |
|-----------|------------------|
| Joe Smith | H-D 10.60-133.00 |
|-----------|------------------|

RUNNER-UP

- | | |
|--------------|------------------|
| Bruce Miller | H-D 11.24-123.00 |
|--------------|------------------|

SACRAMENTO DRAG RESULTS Oct. 29, 1967

- | | |
|---------------------|-------------|
| E/BIKE: Jeff Wagner | 17.10-73.95 |
| I/BIKE: Robert Rose | 27.39- - |
| Tom Tufts | 16.16-80.14 |
| Robert Blair | 17.02-74.13 |

ROSEVILLE QUARTER-MILE Roseville, Cal.

Sun. 10-22-67

By Dale McKinnon

100 NOVICE

- | | |
|--------------------|-----|
| 1. Ron Long | Bri |
| 2. Greg Moore | Hod |
| 3. Dennis Robinson | Hod |
| 4. Arich Price | - |

100 AMATEUR

- | | |
|--------------------|-----|
| 1. Joe Allen | MB |
| 2. Tom Christensen | Hod |
| 3. Stan Anderson | Hod |
| 4. Kenneth Roberts | MB |

200 NOVICE

- | | |
|------------------|-----|
| 1. Dan Toby | Bul |
| 2. Steve Jones | Bri |
| 3. James Kiser | Hon |
| 4. Steve Norberg | Yam |

200 AM-EXP.

- | | |
|-------------------|-----|
| 1. Mike Lane | Bul |
| 2. Randy O. Smith | Hon |
| 3. Steve Davis | Bul |
| 4. Art Carter | Bul |
| 5. Randy Smith | Bul |

ASCOT T.T.

Gardena, Cal.

Sat., Nov. 4, 1967

20-LAP EXPERT STATE

- | | |
|---------------------|-----|
| 1. Dusty Coppage | Tri |
| 2. Skip Van Leeuwen | Tri |
| 3. Eddie Mulder | Tri |
| 4. Dallas Baker | BSA |
| 5. Dave Palmer | Nor |
| 6. Jack Simmons | Nor |
| 7. Bill Manley | Tri |
| 8. Rich Thorwaldson | Tri |
| 9. Clyde Litch | Nor |
| 10. Mike Haney | Tri |
| 11. Del Shurley | Tri |
| 12. Dan Haaby | BSA |

10-LAP AMATEUR FINAL

- | | |
|-----------------------|-----|
| 1. Marty MacDonald | Tri |
| 2. Larry Wilburn | Tri |
| 3. Butch Turner | Tri |
| 4. Jan Crawford | Tri |
| 5. Lloyd Houchins | BSA |
| 6. Ron Miller | Tri |
| 7. Rob Harrison | Tri |
| 8. John Sprague | Tri |
| 9. Dick Fox | Tri |
| 10. Marshall Jennings | H-D |
| 11. John Larson | Tri |
| 12. Paul de la Torre | Tri |

8-LAP NOVICE FINAL

- | | |
|--------------------|-----|
| 1. Steve Ellsworth | Bul |
| 2. Don Hughes | Bul |
| 3. Tom Rockwood | Bul |
| 4. Alex Chinowski | Bul |
| 5. Chuck Baker | Mon |
| 6. Steve Pederson | Bul |
| 7. Dave Smith | Bul |
| 8. Rick Blake | Hon |
| 9. Jim Peterson | Suz |
| 10. Nick Theroux | Hon |
| 11. Rick James | Bul |
| 12. Danny Carlton | Gre |

200 AM-EXPERT

- | | |
|--------------------|-----|
| 1. Thomas Booth | Bul |
| 2. Ray Beck | Bul |
| 3. Mike Ellis | Yam |
| 4. James B. Rodaer | Bul |

250 NOVICE

- | | |
|-------------------|-----|
| 1. Steve Ferroni | Bul |
| 2. Barclay Trehal | Duc |
| 3. Jack Driggs | Bul |
| 4. Bill Dixon | Duc |

250 AMATEUR

- | | |
|-------------------|-----|
| 1. Phillip Hinkle | Bul |
| 2. Ray Vayne | H-D |
| 3. Eric Jorgensen | Kaw |
| 4. David Klein | Hon |

250 EXPERT

- | | |
|---------------|-----|
| 1. Terry Sage | Bul |
| 2. Carl Lehr | Hus |

**14th ANNUAL DEATH
VALLEY RUN,
Death Valley, Calif.,
Oct. 28 & 29, 1967**

SATURDAY NIGHT TROPHY WINNERS

1. Ruth Raymind, Livingston, Cal.
2. Ray Kennedy, Norwalk, Cal.
3. E. Chortwin, Pacifica, Cal.
4. Mary Reynolds, Lynwood, Cal.
5. John Lopez, Long Beach, Cal.
6. Robert T. Barnes, Ceres, Cal.
7. Rick McAfee, San Diego, Cal.
8. Louise Brewer, Sacto, Cal.
9. Major Maxwell, Alameda, Cal.
10. Larry B. Dillard, Vallejo, Cal.
11. Alan Kaufman, Bellflower, Cal.
12. Wm. J. Lynch, Sierra Vista, Ariz.
13. Rex D. Ott, Long Beach, Cal.
14. Ron W. Pendergrass, Imperial Bch., Ca.
15. David R. Tamez, La Puente, Cal.

BEST DRESSED CLUB

1. Silver Eagles Motor Corps, Glendale, Calif.
2. Overlanders, Norwalk, Calif.
3. Saddleback Motorcycle Corps., Los Angeles, Calif.

FLAPJACK COOKING

1. Bobby & Casandra Wheeler, Arleta, Calif.
2. Jim Taylor & Kathleen Carlson, Fountain Valley, Calif.
3. Larry & Candy Nobles, Harbor City, Calif.

LARGEST CLUB REGISTERED

1. Oxnard Motorcycle Club, Oxnard, Ca.
2. Gypsy Wheels, Ridgecrest Trona
3. Nuggets M.C., Buena Park

FIRST ENTRY RECEIVED

1. Jim Pinkerton, San Diego, Calif.
2. Pam Porterfield, Norwalk, Calif.

SHORTEST RIDER

1. Ruby Stoddard, Norwalk, Ca. 4'6"

TALLEST RIDER

1. Kent Bryan, El Segundo, Ca. 6'9"

FATTEST RIDER

1. Bill Miller, Hacienda Hgts., Calif.

BALD-HEADED TROPHY

1. J.L. Fary, Lancaster, Calif.

BEST LOOKING LEG CONTEST (Men)

1. Rudy Swigart, San Berdo, Calif.

LONG DISTANCE RIDER

1. John Pitt, Montreal, Canada

LONG DISTANCE CLUB

1. Central City M/C, Somerville, N.J.

OLDEST MOTORCYCLE RIDDEN FROM 1st CHECK POINTS

1. Dewey Bonkrud, Santa Ana, Cal.

1909 Indian

Antique: Fred Frevert, Minden, Nev.

1915 Excelsior

Vintage: Chuck Bell, Minden, Nev.

1914 Indian Twin

Classic:

1. Bob Stark, Anaheim, Calif.

1953 Ind. (2-cyl)

2. Dennis Young, Long Beach, Calif.

1938 Ind. (4-cyl)

SPECIAL INTEREST:

Kenny Young, Long Beach, Calif.

1941 4-cyl. Ind. eng. H-D frame

Robert Anderson, Vallejo, Calif.

1937 Ford on Ind. 4 frame

FAMILY RIDING MC ON TOUR

1. Don B. Crittenden, Las Vegas, Nev.
2. The Coopers, Aberdeen, Wash.

STOCK CLASSES

21 cu.in. or 350cc

MOTORCYCLE & MAN, SOLO

1. David Fuller, Las Vegas, Nev.
2. Jay Willey, Las Vegas, Nev.

MOTORCYCLE & GIRL, SOLO

1. Peggy Cales, Palmdale, Calif.
2. Shirley Fuller, Las Vegas, Nev.

(22 cu.in. or 351cc to 55 cu.in. or 900cc)

MOTORCYCLE & MAN, SOLO

1. Larry Kemmer, Costa Mesa, Calif.
2. Jim James & Loyd, San Dieg, Calif.

MOTORCYCLE & GIRL SOLO

1. Low Zistzmy, Lakewood, Calif.
2. Dottie Porterfield, Norwalk, Calif.

MOTORCYCLE & DRESSED COUPLE

1. Glenda & Clayton Johnson, Simi, Ca.

SIDE CAR - RIDER

1. Daquin F. Aires, Santa Barbara
2. James Kuntz, Lakewood, Calif.

(56 cu.in. or 901cc and Over)

MOTORCYCLE & MAN, SOLO

1. Boyd Harmon, Boise, Idaho
2. Bob Stark, Anaheim, Calif.

MOTORCYCLE & DRESSED COUPLE

1. Ron & Betty Schall, Oxnard, Cal.
2. Odie & Pam Porterfield, Norwalk, Ca.

SIDE CAR - RIDER

1. Bill L. Ontjes, Norwalk, Ca Hf.
2. John Davis, Pleasant Hill, Calif.

CUSTOM CLASSES

(21 cu.in. or 350cc)

MOTORCYCLE & MAN, SOLO

1. Dennis LaRossa, Woodland Hills
2. Darrell Houso, Santee, Calif.

MOTORCYCLE & GIRL, SOLO

1. Carol Sue Fenner, Sacto, Calif.
2. Barbara Peters, Redondo Bch., Cal.

(22 cu.in. or 351cc to 55 cu.in. or 900cc)

MOTORCYCLE & MAN, SOLO

1. Melvin Magnet, Pico Riviera, Cal.
2. Ernie Linford, Glendale, Calif.

MOTORCYCLE & GIRL, SOLO

1. Sandra Purdy, N.Hollywood, Cal.
2. Claudia Hess, Mission Hills, Cal.

SIDE CAR - RIDER

1. Dan Fenner, Sacramento, Cal.

56 cu.in. or 901cc and Over

MOTORCYCLE & MAN, SOLO

1. Bill Sentell, Bell Gardens, Cal.
2. C.A. Shumaker Jr, N.Hollywood, Cal.

MOTORCYCLE & GIRL, SOLO

1. Evelyn M. Roseman, La Mirada, Cal.

MOTORCYCLE & DRESSED COUPLE

1. Mr.&Mrs. B. Warren, Salina, Calif.
2. Ruben Landron, Culver City, Calif.

SIDE CAR - RIDER

1. Mr.&Mrs. Stan Davis, Imperial Bch., Ca.
2. Darrell Steen, Gardena, Calif.

BAY MARE SCRAMBLES

Sunday, Oct. 29, 1967

100cc NOVICE MAIN

- | | |
|-------------------|-----|
| 1. Ken Runyard | M-B |
| 2. Chet Burt | Bul |
| 3. David Matthews | Bri |

100cc AM/EXP. MOTO

- | | |
|-------------------|-----|
| 1. Linus Beall | Bri |
| 2. Randy Matthews | Bri |
| 3. Marty Endless | Hon |

200cc COMBINED MOTO

- | | |
|-----------------|-----|
| 1. Dave Stroman | Bul |
| 2. Linus Beall | Bri |
| 3. Jim Cecil | Oss |

250cc NOVICE MOTO

- | | |
|--------------------|-----|
| 1. Tony Capistrano | Bul |
| 2. Chuck Perritt | Bul |
| 3. Walt Bird | Gre |

250cc AM/EXP. MOTO

- | | |
|-------------------------|-----|
| 1. Russ Darnell | Gre |
| 2. Charles Gofast(tie) | Bul |
| 2. Michael McClain(tie) | Bul |
| 3. Jack Sessler | Bul |

300-500cc MOTO

- | | |
|-----------------------|-----|
| 1. Jim Bassey | Mai |
| 2. Don Jackson | BSA |
| 3. Dave Bastian (tie) | Mat |
| 3. Joe Garban (tie) | Tri |

650cc NOVICE MOTO

- | | |
|-------------------------|-----|
| 1. Dick Allen | Tri |
| 2. Deane Meyer (tie) | Tri |
| 2. Frank Lawrence (tie) | H-D |

650cc AMATEUR MOTO

- | | |
|-----------------|-----|
| 1. Buddy Carter | Tri |
| 2. Jerry Hansen | Tri |
| 3. Dale Bird | BSA |

650cc EXPERT MOTO

- | | |
|----------------------|-----|
| 1. James Bassey | H-D |
| 2. Joe O'Brien (tie) | BSA |
| 2. Sam Mutter (tie) | Tri |
| 3. Bill McCoy | H-D |

SCTA ENGLISH TRIALS

Canyon Crest, Cal. 10-8-67

MASTER

- | | | |
|-------------------|---------|----------|
| 1. Jim Wilson | 12 Pts. | Tri |
| 2. Bob Nickelsen | 24 | Gre |
| 3. Bob Grove | 27 | Gre |
| 4. Dave Evans | 34 | Bul |
| 5. Jack Kavanaugh | 44 | Gre |
| 6. Harry Brattin | 48 | Tri(tie) |
| 6. Sig Erson | 48 | Gre(tie) |

EXPERT

- | | | |
|-------------------|----|--------|
| 1. Tom Stowers | 30 | Gre |
| 2. David Smith | 30 | Bul |
| 3. Bob Rookhart | 42 | Hod |
| 4. Jim Bollingmo | 46 | Mat |
| 5. George Steward | 56 | Tr Tri |
| 6. Jim Young | 69 | Hod |
| 7. Bill Baxter | 80 | BSA |

AM. ULTRA LIGHTWEIGHT

- | | | |
|--------------------|----|-----|
| 1. Lee Rombeau | 10 | Hod |
| 2. Geoff Hammond | 18 | Hon |
| 3. Dexter Kinnaird | 28 | Hod |
| 4. John Erson | 32 | Hod |
| 5. Ted Dore | 39 | Hod |
| 6. Bill Plummer | 42 | Hod |
| 7. Don Clement | 44 | Hod |

AMATEUR WOMEN

- | | | |
|------------------|----|-----|
| 1. Carol Stone | 23 | Gre |
| 2. Nancy Walters | 43 | Hod |
| 3. Joyce Hogan | 73 | Hod |

AMATEUR LIGHTWEIGHT

- | | | |
|-------------------|----|----------|
| 1. John Walters | 2 | Hon |
| 2. Duane Stone | 9 | Gre |
| 3. Roger Drake | 10 | Bul |
| 4. Gale Hogan | 13 | Tri |
| 5. John Penner | 14 | Gre(tie) |
| 55. Butch Kohler | 14 | Tri(tie) |
| 6. Roy Sheridan | 15 | Tri |
| 7. John Wilson | 16 | Bul(tie) |
| 7. Ron Roach | 16 | Tri(tie) |
| 8. Cary Temple | 18 | Bul(tie) |
| 8. Loyd Davis | 18 | Tri(tie) |
| 9. Jim Miller | 20 | Kaw |
| 10. George Langos | 23 | Gre(tie) |
| 10. Warner Mobley | 23 | Bul(tie) |

BONANZA® PRESENTS

THE SUPER HOT ONE

**RACE-CYCLE GUTS
in a MINI-BIKE**

The first mini-bike that'll take you from 0 to 50 MPH in less than 6 seconds. Optional gear changes give you a Super Trail Bike -- as powerful, but 100 lbs. lighter than others. Superbly easy to handle. Send 25¢ for brochure, or \$1.00 for complete packet on entire line. Refundable.



BC-1300S

BONANZA INDUSTRIES

DEPT. CMU, 1775 SO. FIRST ST., SAN JOSE, CALIF. 95112

BSA
BOLDER
AND BETTER
FOR 1968
SEE
THEM
AT YOUR
DEALERS
NOW !

BSA MOTORCYCLES - WESTERN, Box 337 - 2745 E. Huntington Drive, Calif. 91010 (213) 359-9271

AFM VACA VALLEY ROAD RACE

Story and Photos by George Martin

You could see them, far in the distance, two tiny figures on identical white Yamahas screaming down the long straightaway and plummeting into the wide banked turn one at Vaca Valley Raceway as if tied by an elastic string.

Heeled hard over, fighting the bumps in the cracked asphalt, they blazed through the turn, Ron Grant of San Mateo and Ron Pierce of Bakersfield, putting on their own show of close dicing at its best.

At speeds of nearly 100 mph they fought tooth and nail, their two machines rarely more than 20 feet from each other, the space between them expanding, then closing, expanding as they came off the banking, then closing again as they braked for the tight left hander at turn two and the right hand turn three.

Upshifts and downshifts sounded like one machine — a series of rising crescendos stopping suddenly for an instant, then rising again as second, third and fourth gears were engaged, then fading as the machines vanished into the Vacaville heat.

It was one exciting race, the 250cc Grand Prix Main Event at Vaca Valley Raceway on October 29, if only for the tremendous one-two battle for the lead.

Farther back Geoff Ryan on a Bultaco TSS was holding off the rest of the pack, zapping through the turn six hairpin like a man possessed, hanging all over the screaming machine and getting around quickly indeed.

The other super-exciting race of the day was the 15-lap Production race for 350 and over machines, a 1-2 sweep for the new Bridgestone GTR.

As they come from the factory, these

machines are very softly suspended but with the rear shocks transferred to their stiffer rear mounting positions and a racing tire on the back wheel, all sorts of great things happen and they really storm.

As the pack went screaming into turn one on the first lap, Nick Theroux, who rides for Jack's Go-Shop in San Bruno, was first on one GTR, followed by Jerry Greene of Berkeley on another Bridgestone and Jim Keyes carrying the Kawasaki colors in third place.

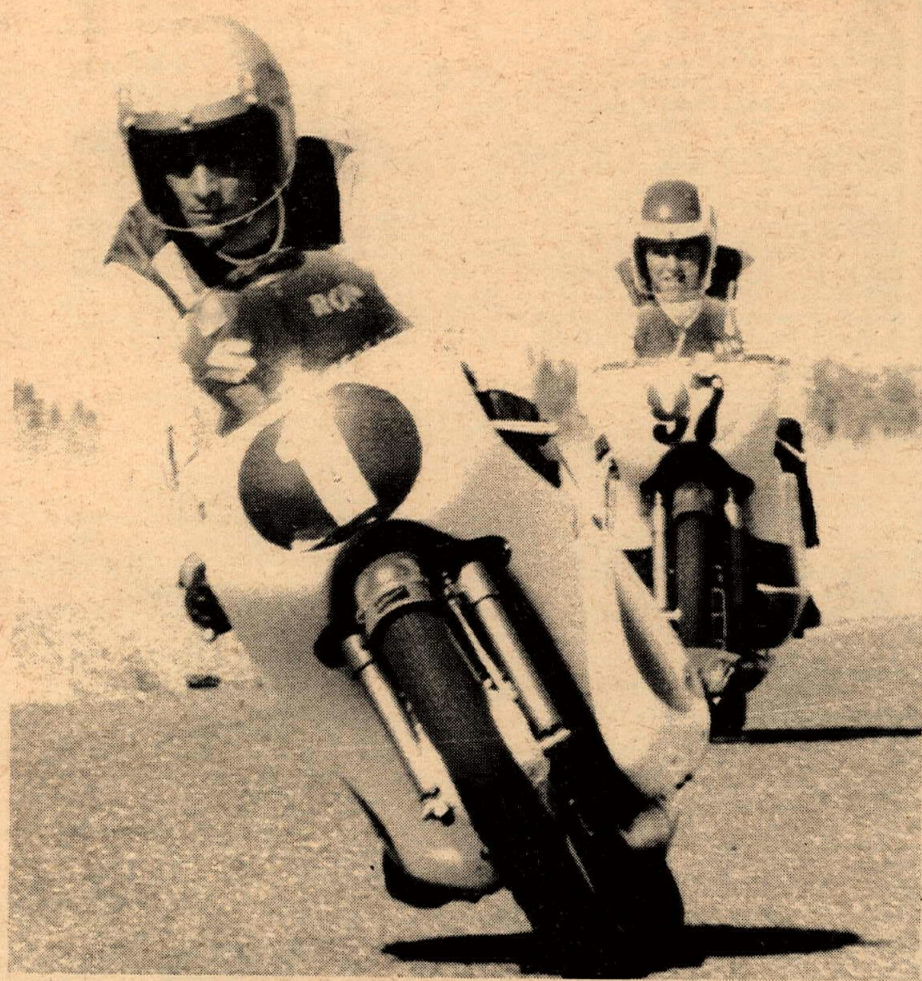
Pouring it on, Theroux worked out a good lead for himself in the first few laps only to begin losing it as Greene and Keyes redoubled their efforts.

At about the halfway mark, Greene had pushed his Bridgestone into first place and Keyes had gotten his Kawasaki past Theroux and into second.

But Theroux was far from beaten, and somewhere he seemed to find another ounce of performance and began creeping up on the two men who had passed him.

As the race approached the two-thirds point he passed Keyes and the two waged a furious duel until Keyes overdid it on turn two, and took the slip road, revving his Avenger madly to avoid fouling plugs, then swerving around and back onto the track only to find Tom McElhatton on a Yamaha 350 on the scene and hoping to snatch third place.

Keyes and McElhatton scratched off into the distance while Theroux pursued



Ron Grant (1) peels off for turn 3 with Ron Pierce (97) right on his tail. Both mounted on Yamahas, they ran 1-2 in the 250 GP, after a close fight all the way.

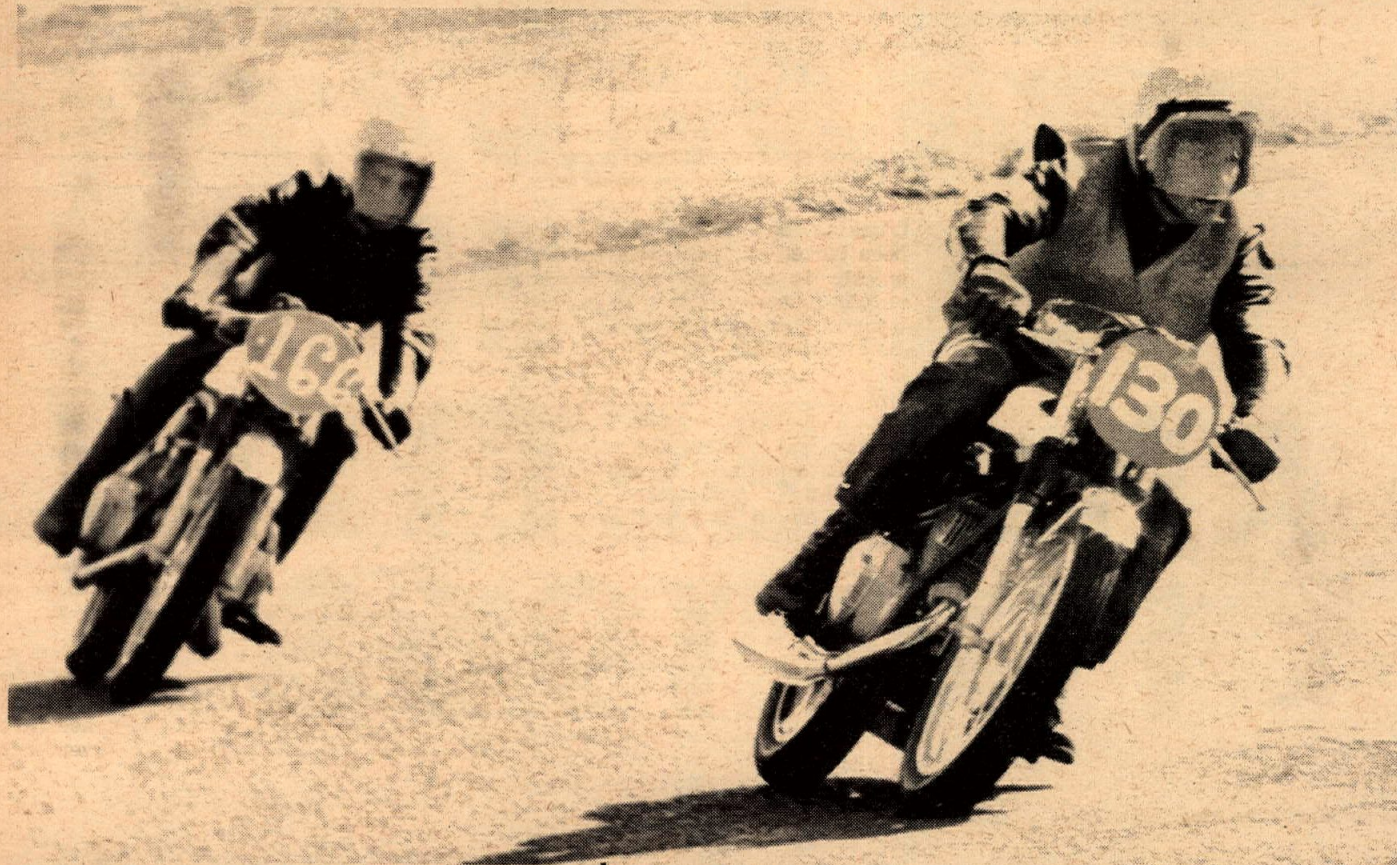
and Southern California ace Walt Fulton on what was rumored to be a "factory" KR flathead road racer.

But the threat to Grant and the fleet Honda was not fated to come from Milwaukee, but from Tom Steele's powerful Triumph Bonneville. Steele got on Grant's tail, and although he found it impossible to catch him, he wasn't being shaken off, either.

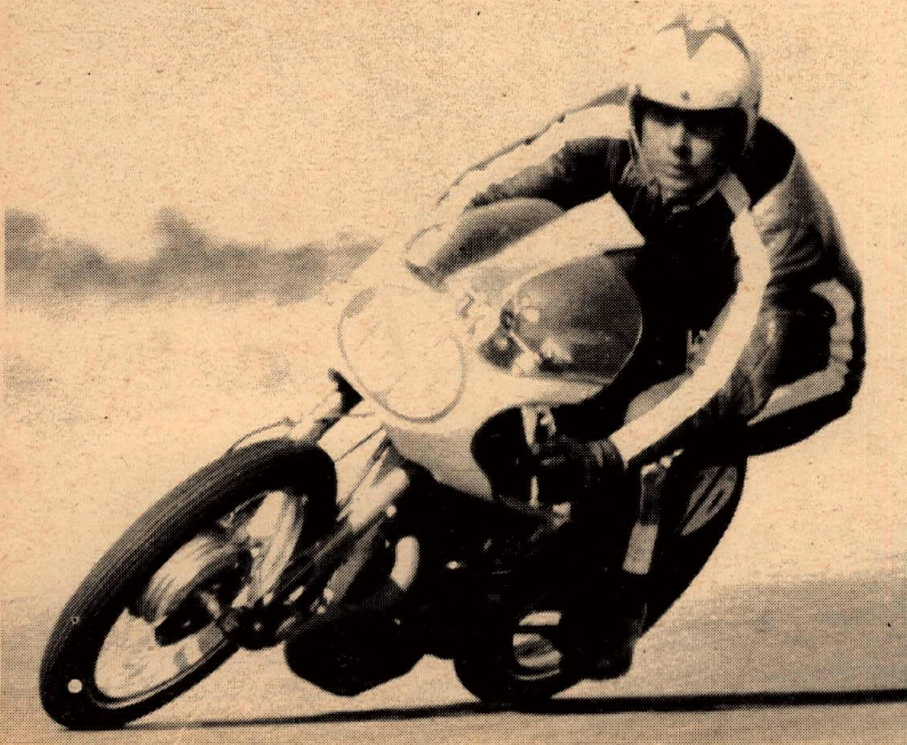
Fulton found himself in third place and losing nearly two seconds per lap, but managing to stay ahead of Art Bernheisel's thundering Harley Sportster and Phil Makanna's Norton Manx.

Despite a great deal of very hard riding, they finished like that: Grant, Steele, Fulton, Bernheisel and Makanna.

(Results on page 20)



Two Bridgestones battle it out during the 350 Production race at Vaca Valley Raceway, ridden by Nick Theroux (130) and Jerry Greene (166). Theroux succeeded in taking in win.

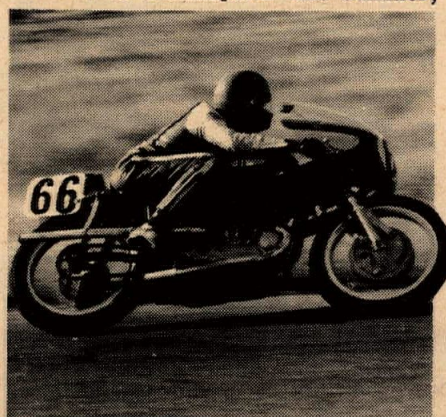


Many exciting races and many determined riders competed at the AFM's Vaca Valley road race.

Greene, finally getting outside him at turn five and zapping in underneath him as the two made the approach to the hairpin.

Theroux kept the lead that time, with Greene second, Keyes third and McElhatton fourth.

The Open Grand Prix event found Ron Grant mounted on the Precision Machining Honda 450 that Art Baumann rode with such stunning success at the AMA National at Indianapolis this summer,



Wailin' Walt Fulton wound up third in the Open Class Grand Prix on his Harley KR, behind Ron Grant (Honda) and Tom Steele (Triumph).

SALES-SERVICE PARTS (DEPT. CN)

BSA When you need NEW wheels!

INSURANCE AVAILABLE
100% OR UP TO 36 MOS. FIN.
COMPLETE CYCLE MACHINE SHOP

LAWNDALE CYCLE 15324 Hawthorne
Lawndale, Calif.
676-0161 SP2-1822

EXPECTING A RAISE?

Then start getting Cycle News now. We'll bill you later. **SUBSCRIBE NOW!**

Use the handy sub blank on page 2.

INSURANCE

THE MOTORCYCLE INSURANCE WRITER

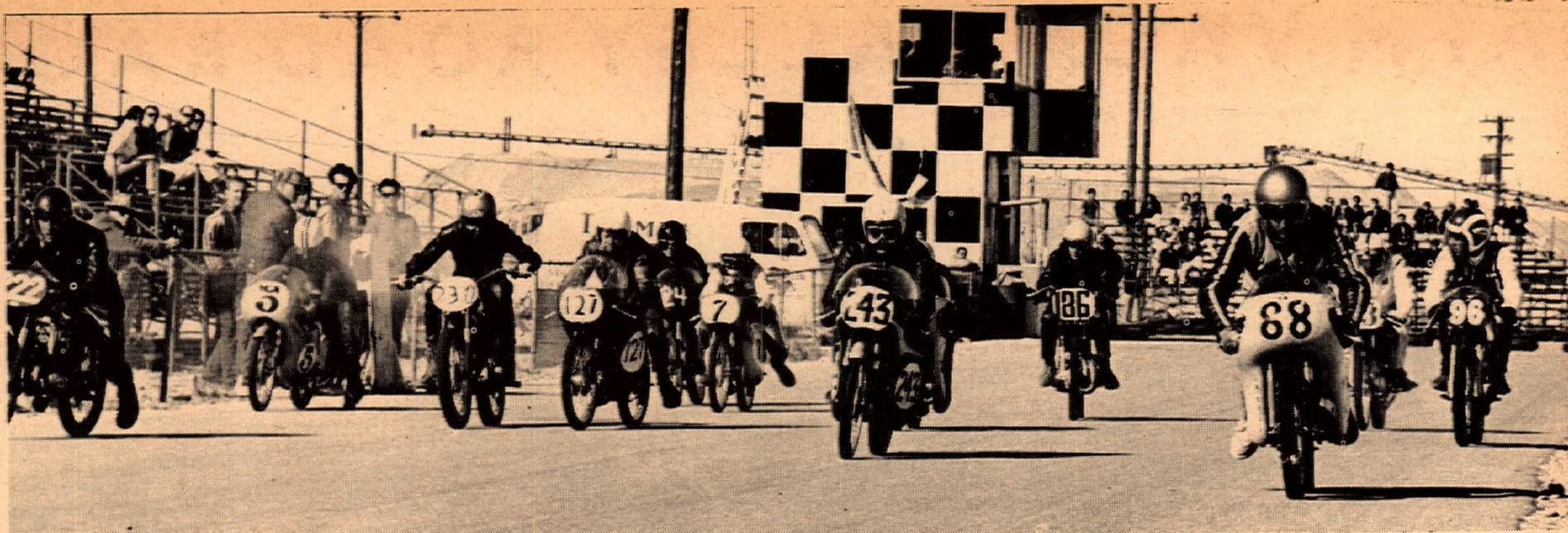
Since 1937

You can insure through your dealer agent, or write us direct. Also, large dealer savings on all business coverage.

JOHN W. MAYNARD
3447 MOTOR AVE., L.A. 90034
836-5211

NORTHERN CALIFORNIA
1268 Lincoln Ave.
San Jose, Calif.
293-8085

SEATTLE, Washington
Douglas-Maynard
9027 S. 35th Ave. S.W.
Seattle, WA 2-5300 Wash.



Small bikes roar away at the start of the Antelope Valley Raceway's AFM-sanctioned 100cc GP event.

ANTELOPE VALLEY GRAND PRIX

Story and Photos by Bill Pettigrew

Wind and dust greeted road racers at last Sunday's (Oct. 20) AFM Grand Prix at Antelope Valley Raceway near Pearblossom, Calif. Despite all the adverse conditions, the day developed into some really fine displays of pavement competition.

Starting off the day's racing activities was a battle between Honda man Colin Jones and Suzuki-mounted Tony Nicosia,

as the two copped first and second place brass in the fifty-cc Grand Prix.

Boy wonder 19-year-old Ron Pierce and Hodaka teamed up to take home first in the 100cc GP. Ron fended off Georganne Muhlberg, also on a Hodaka. (She's a she.)

Action in the 250cc GP class began with Ron Pierce grabbing the early lead for two laps, only to retire with a blown

machine. This left hard-charging Buddy Parriott (Yamaha) to take honors as first in the class. Buddy fought with Yamaha-mounted Andy Lascoux to complete the job. Andy's just over from the Continent. If you'll remember, Lascoux placed second only to Mike Hailwood in a major GP race a couple of years ago. Dick Kilgroe copped third on a hot Suzuki.

\$250 250-1000cc Grand Prix

Ken Clark's immaculate Triumph Metisse carried him very swiftly to first in the 20-lap money race. Hard-driving Clutch Cargo on his production BSA pulled in a well-executed second.

Early in the 250 money race Buddy Parriott came charging down the back straight and found himself going 40 mph too fast to take the oncoming turn. Into the chain link fence he went at 50 mph, breaking the masonite boards that had been tacked on. Two steel poles bowed quickly as bike and rider went completely underneath, but to the amazement of all Buddy popped up and walked away. The Yamaha surprisingly suffered little more damage as they wheeled it away from the less fortunate fence.

An even less fortunate situation developed when Buddy's friends couldn't find an ambulance in attendance and took him to be checked over themselves. No, it wasn't a case of poor eyesight; there was no ambulance there. Period.

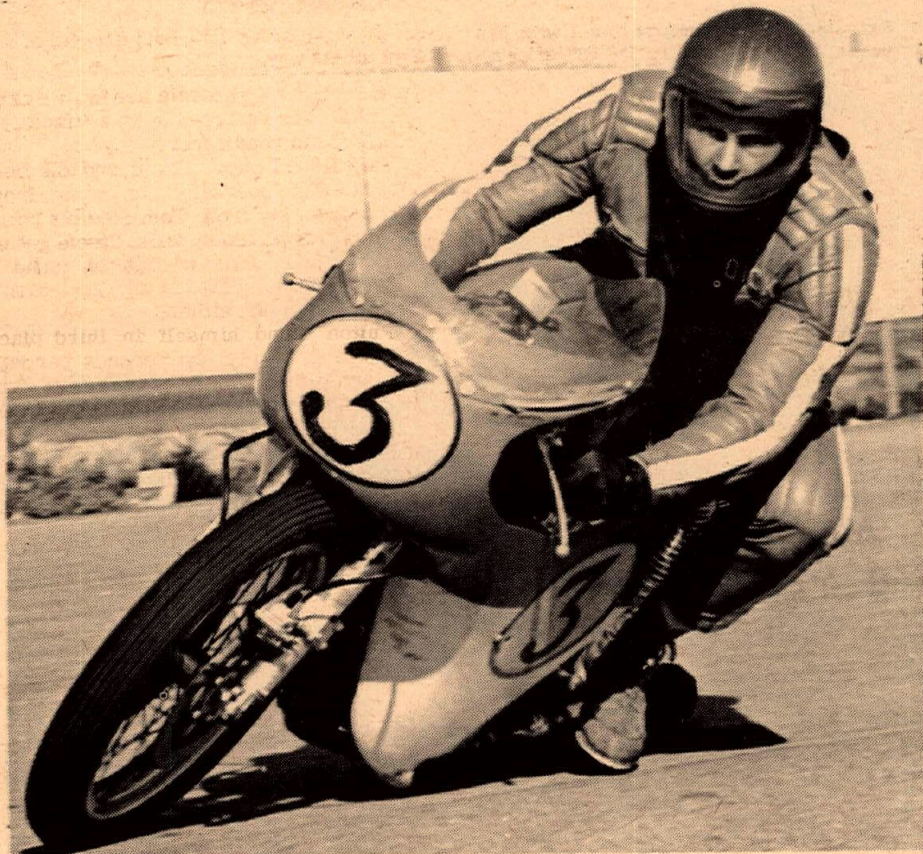
The only other casualty of the day was Steve McLaughlin's escapade with a borrowed Suzuki that was bored out to 297cc, with Ceriani forks and dual front disc brakes. The brakes were the point of undoing as he came into turn four at the end of the back straight. Steve came out all right but the bike suffered a shattered fairing and scrapes to assorted shiny components.



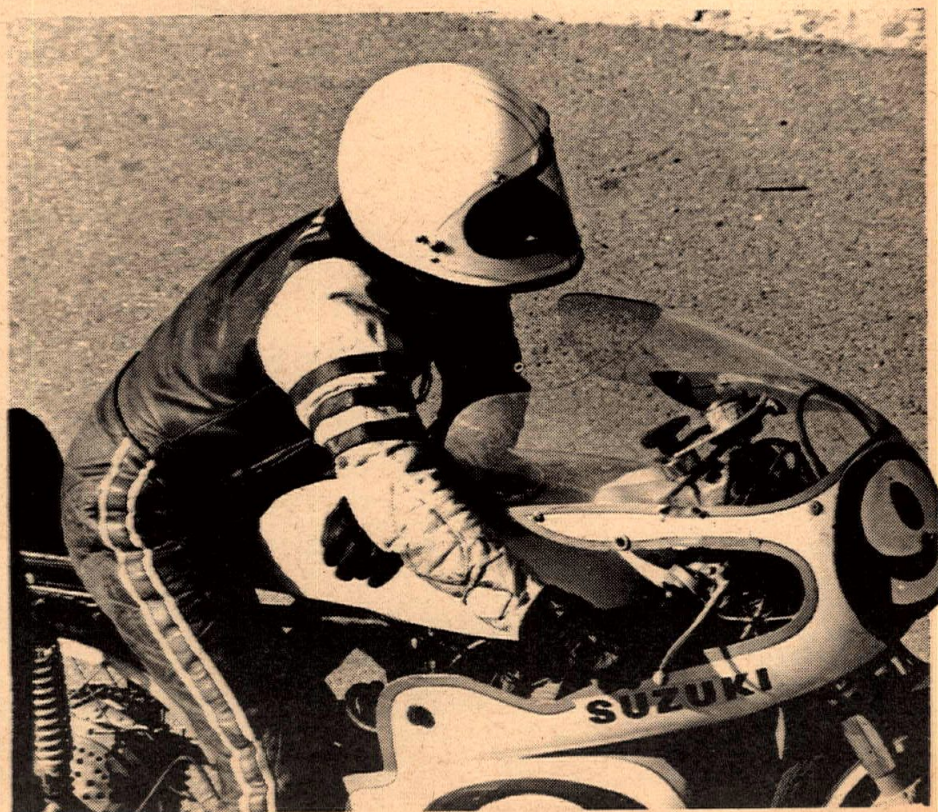
Number One, Buddy Parriott, unloaded in the "money race" and found himself and his machine wedged under a chain link fence.

All in all, the last three races of the afternoon provided good action to offset the rather blah beginning with the wind and all. Next AFM race is scheduled at Orange County Raceway on November 5.

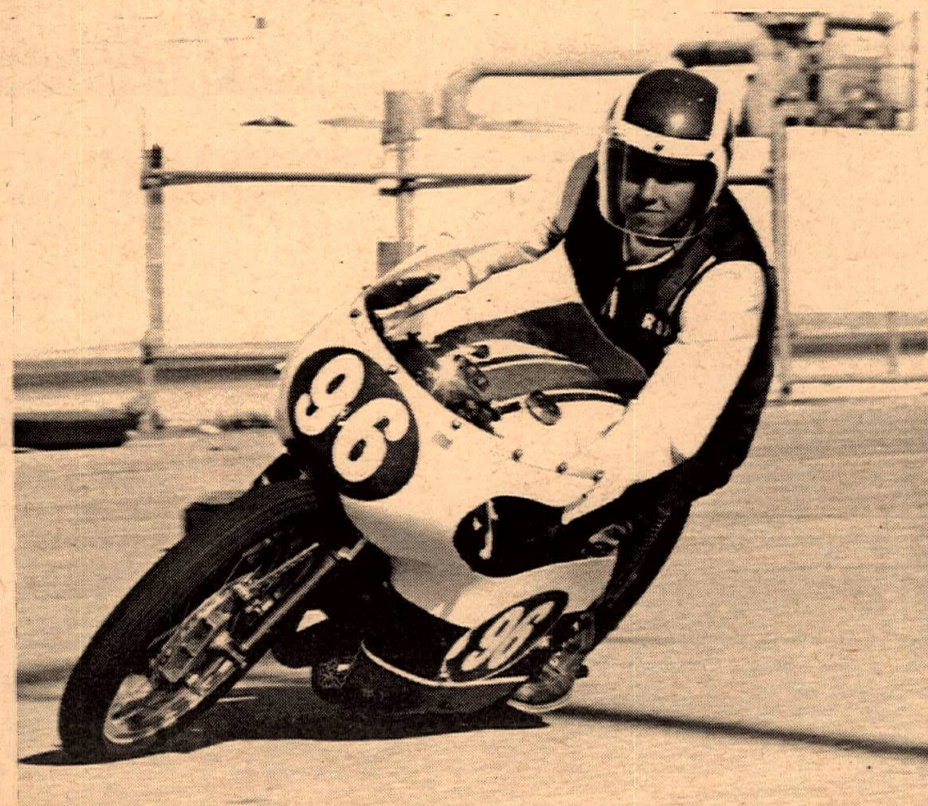
(Results on page 20)



Suzuki-mounted Dick Kilgroe (3) wound up third in the 250cc GP class.



Throttle hand at the ready, Suzuki rider Tom Steele (9) waits impatiently for the action to begin.



Roarin' Ron Pierce (96) led the 250 GP race for a couple of laps, then was forced to the pits with a blown machine.

FICTION :

Willy's Motorcycle Had a Mind of It's Own — But the Guys who Stole it Didn't Know That

by Charles Clayton

WILLY KNEW THE BIKE was stolen even before he went downstairs to check. Its departure without notice pulled an invisible string attached to something inside his abdomen so that he felt a definite twinge at about one A.M., sitting in a crowded night spot in the city of M— in the state of Q—, together with the president of the local motorcycle association, Terry, and his wife.

He excused himself from their company and jellyfished through the crowded customers out of the dark room. On the way he passed a girl he had just met who, moments ago had ridden behind him, pressing her bosom against his back and squealing on the steeper turns. Willy smiled, trying to catch her eye. But she was examining her expensive white ski jacket where the rear chain had flung black oil drops from shoulder to hip. (I've got to get a chain-guard, Willy thought for perhaps the thousandth time.) "Do you think it

THE MOTORCYCLE THIEF

Illustrations by Jon Dahlstrom

"Looking for a lost motorcycle... well, actually it was stolen from in front of the jazz club."

"Oh you're one a them beatniks that hangs out there, eh?" the policeman said, eyeing Willy suspiciously.

"Well, I'm beat for my bike, I guess."

"Okay. Give me a description and I'll report it to headquarters." He wrote down the make, model and license number. "Hmm. Out of state, eh? Just passing through?" Willy explained he was traveling around the country reporting on motorcycle races for a magazine.

There seemed nothing more to do, so he returned to the club. Losing the bike was too much for Willy's mind this late at night. He would have to figure it out tomorrow.

FIRST Arnie heard the engine, blocks away, whining through the gears, growing louder as it approached. Then a ray of headlight bobbed in the parking lot and the motorcycle drew up in front of the jazz club — a rakish, thundering mount, highlights glittering oilily on its tank and struts. The girl got off, then the man, and went upstairs.

Arnie was drawn to the machine.

guided Willy's fickle machine. It started easily and muttered surreptitiously from the scene.

SOME people think that simply because a machine has to obey certain laws of physics, it has no mind, no will of its own. But others know that some machines, especially motorcycles, develop individual personalities almost like human beings. And they are sensitive. They have feelings which can be hurt. They can even become jealous, like people. 58G120567 (for that was the number the factory had given Willy's machine at birth) was old enough to have a mind of its own. It purred like a contented kitten when Willy tickled its adjustments, but it could balk like a stubborn donkey if its needs were not met.

Although its racing days were over, it was a thoroughbred and liked to run proud and fast. It shook off things like road equipment the way a puppy shakes off a ribbon. Willy knew it was worn and decrepit, but old 58G refused to break down. When its frame got bent, it somehow managed to twist the forks to compensate for the irregularity. It was still powerful enough to snap a chain

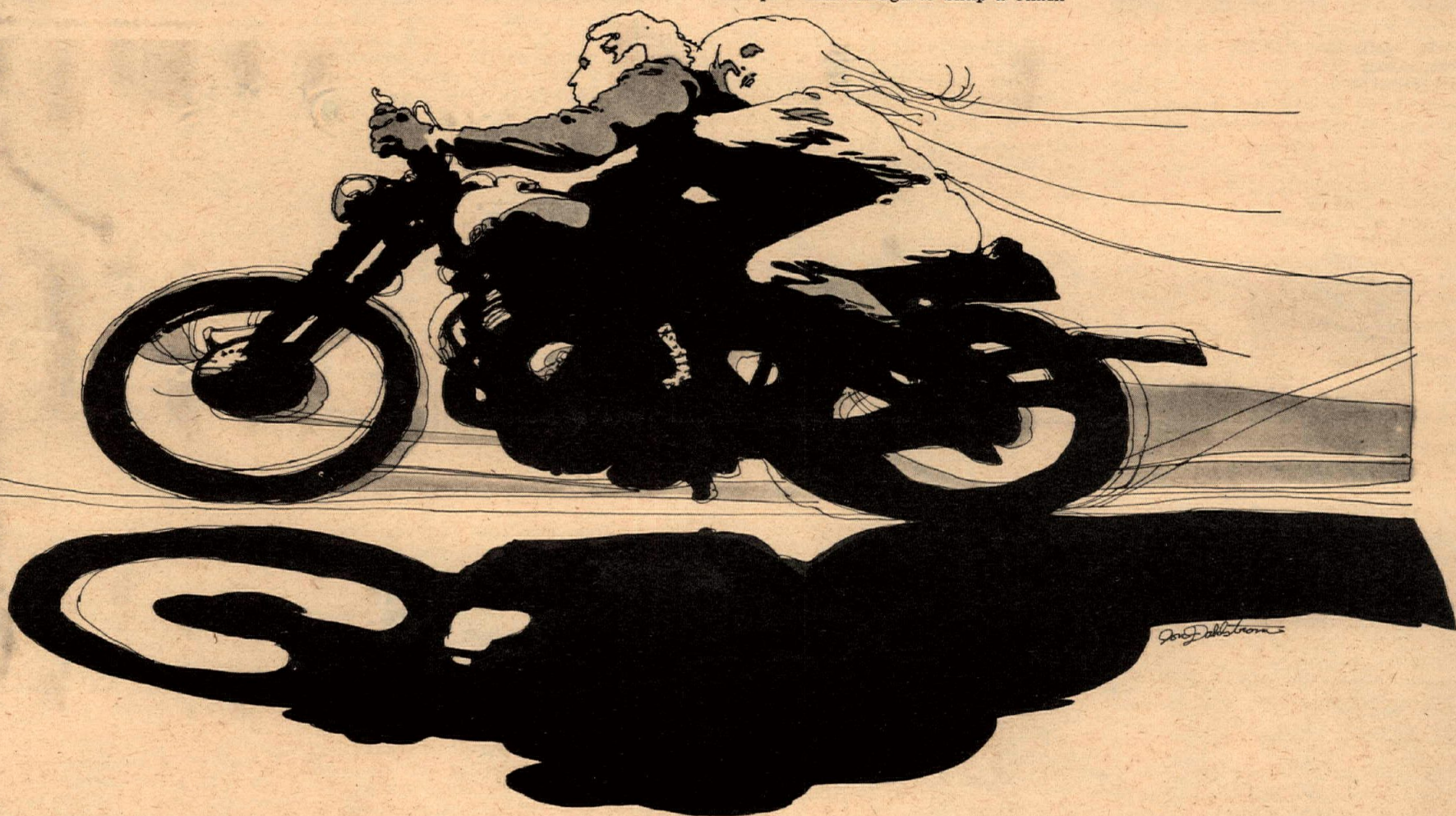
ward glance to see if the cycle was comfortable. Didn't even turn off the tank tap, he was so enthralled with his pretty passenger. What was a poor motorcycle to do?

58G began to feel bitchy. Then it felt an unfamiliar rump on its seat, strange hands on its bar. It could tell from the touch that this was not just a casual admirer—it was a thief!

The motorcycle could have thwarted the thief. It could fall over with a great clatter and frighten him away. Then Willy would come back to find it on its side, perhaps a handlegrip scuffed off, belching gasoline, and feel sorry for it and angry at the tamperer. *The hell with him. Was he thinking about me when he turned me up to 6500 in third to impress that chick? Let him get along without me for a while and see how he likes it. This guy wants me. I'll go along with him. So long, Willy..*

And 58G slipped silently down the lane.

TERRY Marshall found the jazz exciting, especially the thick notes of the saxophone that seemed larger than the musician blowing it. He relished the pleasure all the more

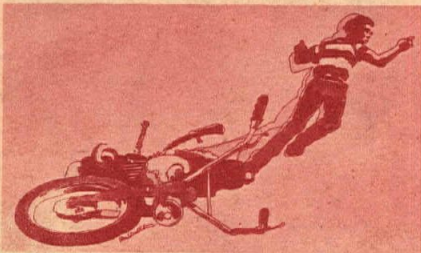


will come out?" he heard her moan to a girlfriend, and Willy knew he had lost on that score too.

Outside, his extrasensory perception was confirmed. Where moments ago the polished old rooster had stood, was now only empty pavement, with a familiar spot of oil in the center. All Willy could think was how sheepish he would feel announcing to his friends that his bike had been absconded. There would be a hue and cry and the evening ruined. Wasn't it locked? they would ask (he hadn't even turned off the gas this time, he remembered ruefully; he only had eyes for the girl, and had neglected the machine). Such a weird collection of parts should not appeal to a discriminating thief anyway, Willy thought. One could easily find a better cycle to steal. But he had polished its worn exterior to perfection for the meeting with Terry, and in the dim light it *might* be mistaken for a valuable motorcycle.

Willy half-heartedly searched up and down the nearby lanes. (Maybe it's parked just around the corner and someone's having a laugh on me.) As he peered into a dark passage between two buildings he was suddenly caught in a spotlight glare. For a moment it looked like the headlight of the strayed motorcycle. "What are you doing there?" came a stern voice from behind the light.

It embodied the spirit of the role in which he fancied himself: brave motorcyclist with a herd of mustangs between his thighs, impressing girls with the daring grace of his riding, like a knight on a black charger.



He approached the bike as a curious customer in a showroom might; just looking, thanks. It was bigger, heavier than the little cycle which had so impressed him last summer when he bought it, but now seemed inadequate to the role he wanted to play. He swung his leg over the saddle and felt the warm engine between his knees. The bars were thick and powerful like Charles Atlas mail order shoulders, and Arnie knew it was unlocked. The rider would be listening to the music upstairs. The parking lot was deserted. This was the chance Arnie had waited for. His heart beating loudly, he rolled the bike down the slight incline to the alley, hoping the click of the chain would not give him away. Through the alley he

when it felt like it, and it enjoyed showing off for Willy's passengers, whining nastily through the gears and tilting low on curves, with just a hint of breakaway to send a tingle up the spine. And it always deposited an autograph stripe of chain oil on the passenger's back, like a souvenir of the ride.

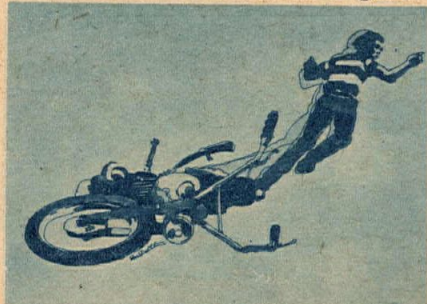
Sometimes Willy felt so proud of his cycle he let a special friend take her out alone. Then she would become docile and forgiving and try to adjust to the strange hand. But she only ran best for Willy. After all, they had been together more than five years now. It was beginning to be a question who owned whom, for the cycle felt as much proprietorship over Willy as he felt for it.

Was it strange then that a motorcycle should feel jealous when its rider took a girl for a spin? Judging by the face she made when they were introduced, the girl obviously didn't care much for the cycle's rugged appearance. She'd probably have preferred a sporty car. And she leaned the wrong way on turns and climbed on and off awkwardly. But the cycle performed perfectly while it gleefully spattered her back with chain oil, and refrained from burning her ankle with its exhaust pipe, although the temptation was hard to resist.

Then Willy ungratefully parked and left without so much as a back-

when he reflected that he should have stayed home tonight and straightened out the association's records. But Willy's call had been a welcome distraction. And when he suggested that they meet at the jazz club, Terry had to smile. Someone had told Willy about Terry's weak spot, all right. Somehow, to him, motorcycle riding and jazz seemed to have a lot in common. Willy agreed.

Even Terry's wife, whose taste tended more toward cowboy music, was having a good time. It was like this in the old days when he called for Becky at her mother's house and they would ride together to The Sty on the edge of town and drink beer and laugh with the other cycle hounds and ride off in packs to the cafe down the road or the picnic grounds by the river. Ah, the fun they used to have. He would have to tell Willy about it. Wonder where he's gone?



(CONTINUED NEXT WEEK)



"Old Charlie thinks of everything!"

2nd ANNUAL ENSENADA TOUR & POKER RUN

Spons. by Cycle News,
Nov. 4 & 5, 1967

POKER HANDS - MEN

1. David Smith
2. W. H. Ewing
3. Howard Temple
4. Bob Burdine
5. Bill Miller

AMERICAN CUSTOM UNDER 900cc-MALE SOLO

1. Roy Ramirez

AMERICAN STOCK BEST DRESSED COUPLE

1. The Ramseys
2. The Folks

FOREIGN STOCK-MALE SOLO

1. Leonard Collers
2. C.H. Lucky Luckinbill
3. B.L. Miller

FOREIGN STOCK-GIRL SOLO

1. Phyllis Clark
2. Marge Boitnott

FOREIGN CUSTOM-MALE SOLO

1. Robert Palmer
2. Ron Theis

SIDECAR

1. F.E. Hosbrough

OLDEST MACHINE

Joe Lewis, 1936 Indian

LONG DISTANCE-MAN MILES

Vern Scott

LARGEST REP. CLUB

Saddlelites M.C.

YOUNGEST RIDER

Steve Winter

SPECIAL LONG DISTANCE

Bob & Ruby Devel
Aberdeen, Washington

COMPETITION CONGRESS RESOLUTION ADOPTED BY AMA

The "Class B Members" of the American Motorcycle Association have adopted a resolution allowing for a Competition Congress to be formed to serve the Association in 1968.

The purpose of this new Congress is to formulate the rules and regulations pertaining to AMA motorcycle competition, and to deal with National Championship events. In the past this has been the work of a special committee known as the Competition Committee.

Elections will be held during the first three months in '68 throughout the 25 AMA districts to select one member for each district to represent the clubs in that district. Each AMA chartered motorcycle club will have the opportunity to cast one vote at a district election to be called by the AMA's Executive Director. Elected members will serve two year terms.

All members who hold current professional competition licenses will be eligible to vote in May each year for two members to the Congress from their region, selected from a ballot of professional racers. Six of these members in all will come from the three regions.

The industry members of the AMA in order to be represented in the Congress must be either distributors or manufacturers of two wheeled motor vehicles. These members may appoint two company representatives to serve as members of Congress.

Two AMA staff members will be a part of the Congress; the Executive Director, who will serve as Chairman and the Director of Competition.

It is estimated there will be approximately 65 members serving on the Congress when it convenes for the first time in 1968 to set the rules for 1969.

POKER HANDS - WOMEN

1. Darlene Jackson
2. Cecile Whitman
3. Lenora Hufford
4. Eve Caballero

LO-BALL HANDS - MEN

1. Bill Valdez
2. Ron Peterson

LO-BALL HANDS WOMEN

1. Gwen Pillsbury
2. Marge Boitnott

FOREIGN STOCK BEST DRESSED COUPLE

1. The Fawcetts

JUDGING CONTESTS

AMERICAN STOCK

OVER 900cc-MALE SOLO

1. O.H. Scott
2. Bill Miller

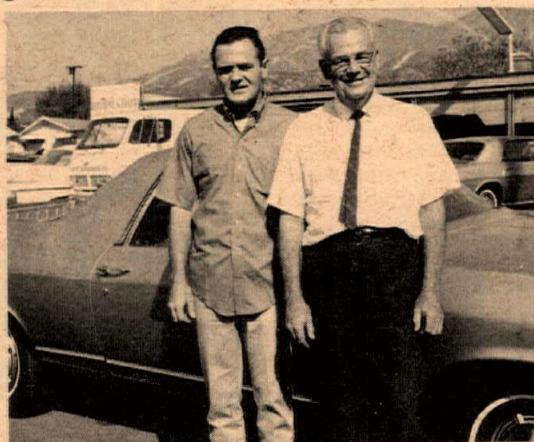
AMERICAN CUSTOM OVER 900cc-MALE SOLO

1. Chuck Bubnick
2. Tom Brenn

THE MAN ON THE LEFT

is John Schach

accepting his new '68 El Camino from Jim Woolwine on the right. John is Service Manager for Bill Robertson & Sons in North Hollywood. He repairs motorcycles all week, and then on Sunday he just piles his little old scooter in the back of that beautiful gold El Camino and goes out to the wide open spaces.



Jim doesn't get to ride every Sunday because he has to stay home and watch the store. Jim sells Corvettes, Caprices, Impalas, Malibus, Camaros, Chevy vans, trucks, & El Caminos. Used or new, sale or lease. He'll be at Hopetown's Nov. 12, though, riding #5 in the Open Novice race. SEE YOU AT HOPETOWN NOV. 12th.

CALL JIM WOOLWINE - 213-352-3241 AT ROBERT HALL CHEVROLET, TUJUNGA OR AT HOME 353-3226.

TRIUMPH

1-2-3 in
the Ascot TT



Expert Steeplechase

- | | |
|----------------------|-----------|
| 1st DUSTY COPPAGE | - TRIUMPH |
| 2nd SKIP VAN LEEUWEN | - TRIUMPH |
| 3rd EDDIE MULDER | - TRIUMPH |

AND IN THE AMATEUR FINAL ...

- | | |
|---------------------|-----------|
| 1st MARTY MacDONALD | - TRIUMPH |
| 2nd LARRY WILBURN | - TRIUMPH |
| 3rd BUTCH TURNER | - TRIUMPH |
| 4th JAN CRAWFORD | - TRIUMPH |

Distributed in the west by
Johnson Motors, Inc.
P.O. Box 275, Duarte, Calif.

SEE THE '68 TRIUMPHS NOW AT YOUR DEALER'S

QUARTER-MILE AT ROSEVILLE

Story and Photos by Dale McKinnon

From the amount of entries and spectators on October 22 it looks like the Fort Sutter Motorcycle Club might have hit on a gold mine in sportsman quarter-mile flattracking; most of the riders seemed to like the Roseville, Calif. course real well.

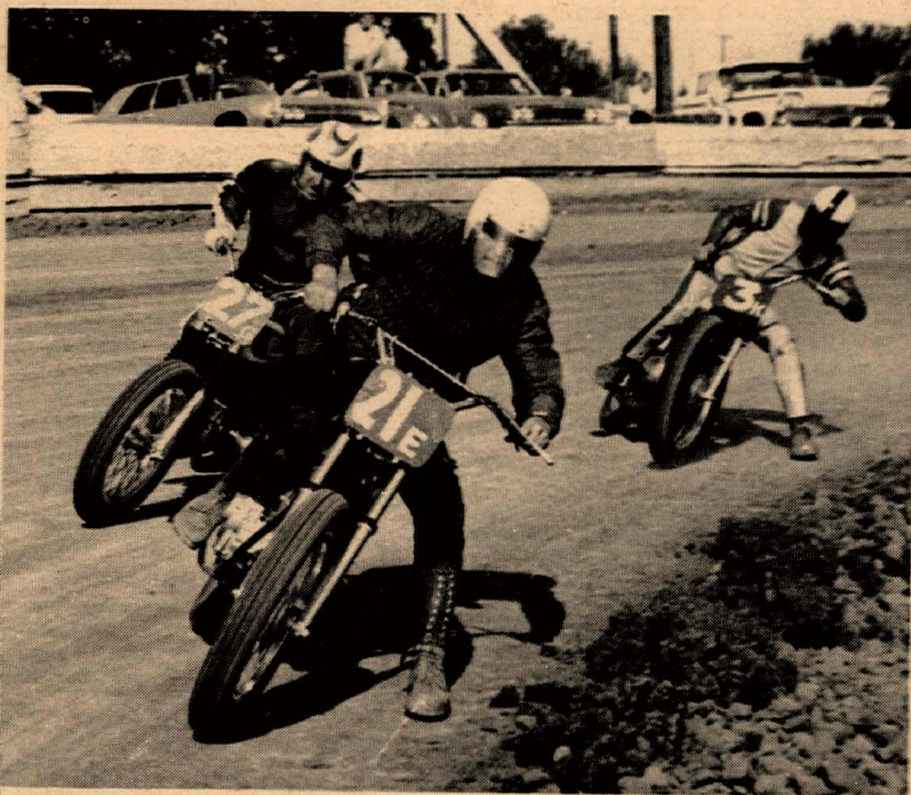
One of the better 100 Novice races in a long time saw Ron Long come from behind to win over Greg Moore. Dennis Robinson had the lead momentarily until Ron and Greg came along. Greg and Ron changed the lead several times but Ron hung onto the groove and took a close win, riding the winningest Bridgestone around.

In the 100 Amateur it was another close race between Stan Anderson, Tom Christensen and final winner Joe Allen of Oroville. Tom had a good lead but couldn't stay in the low groove. Stan held Joe back for several laps but Joe cut inside and nailed him, then several laps later he passed Tom. It was a real hard fought race all the way.

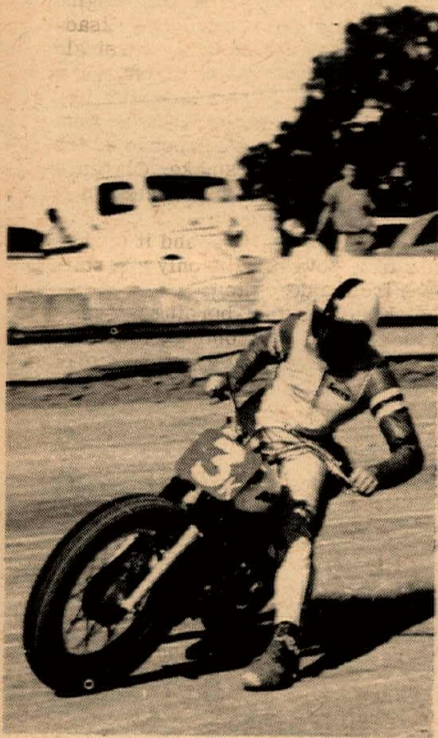
They Came From Behind

Most of the winners came from the back to accomplish the feat. The 200 Novice wasn't any different; as Dan Toby came up to try and wrestle the lead from Steve Jones who was quite determined to keep it. He finally gave in, then lost out on second spot. Just wasn't his day, I guess.

Thomas Booth took off like crazy in the 200 Amateur-Expert Main and really stretched it out. But Ray Beck wasn't



Battling for position in the 250 Amateur Main are Eric Jorgensen (21), Rich Carrera (27) and Gerald Henderson (3)



Gerald Henderson (3k) cranks it on during 250 Amateur go at the Roseville quarter-mile.



The 200 Amateur/Expert event found Bultaco-mounted #8 James Rodaer (Bultaco) trying hard and winding up fourth.

giving in that easy. He worked his way up after some spectacular riding and took the lead away. It was short-lived as Booth wasn't in a generous or friendly mood, took the lead back and won the race.

Phillip Hinkle let it be known right off the bat he was going to win as he took a quick and commanding lead in the 250 Amateur go. That left Eric Jorgensen and Ray Vayne to duel for second, two of the top riders in the North area. When David Klein came up to join the party, it became too crowded for Eric so he pulled away and let Ray and David ride peg to peg for a while. It was really a sight to behold as first one held a slight lead, then the other. At the finish Eric's bike froze on him and he barely slid over for a third which was real tough luck as he had second all sewed up.

Terry Sage from San Francisco took the 250 Expert Main after dragging his feet the first few laps. It must have been Carl Lehr and Miles Anderson closing in on him that prompted him to give it the gas and take the lead. He won but not without Carl giving him a bad time. Gary Willis, back to the wars on a Harley after a short layoff, looked pretty sharp, even though he didn't make the first three. Well, we'll see what he can do next week.

This Sunday is the last quarter-mile scheduled for the year as of now. I rode it for the first time and liked it real well and all who were there agreed with me. The track was in beautiful shape.

(Results on page 20)



"Where'd everybody go?" says Bridgestone rider Ron Long, sneaking a peek at his 100cc Novice competition. Long came from behind to take a close win.



YES IT IS TRUE! JIM SALSBERY, FORMERLY THE ASSISTANT NATIONAL SERVICE MANAGER FOR YAMAHA INTERNATIONAL, IS IN OUR SERVICE DEPARTMENT TO SOLVE YOUR YAMAHA PROBLEMS!

TOP DEAL . WE GIVE THE BEST TRADE-IN



JIM SALSBERY

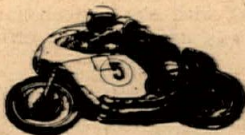
ROBERT M. Law
Phone (714) 533-1309



MOTORCYCLES
239 N. Anaheim Blvd.,
Anaheim, Calif.

KASUMI OIL

Designed Exclusively for air cooled engines.



The ONLY oil specifically made for 10,000 plus rpm performance.

Distributed Nationally by
KASUMI OIL CO.

25th Ave. San Mateo, Calif.
Phone - Area Code (415)
585-6240 or 771-4535

FOR DEALER INFORMATION



CERIANI COMPETITION SUSPENSION SYSTEMS
FOR THE ULTIMATE IN HANDLING AND CONTROL

RACING FORKS AND REAR SPRING/SHOCK
UNITS FOR ALL POPULAR MOTORCYCLES

STEEN'S 1635 W. VALLEY BLVD
ALHAMBRA, CALIFORNIA 91803

MONTESA and HONDA MOTORCYCLE SALES-SERVICE

Large Selection Of New & Used Motorcycles
9000 SEPULVEDA BLVD.

Warren Wilson Motors South of Nordoff in Sepulveda, Calif.

"IN THE HEART OF THE VALLEY"

(213) 894-9218 **LARGEST STOCK OF MONTESA PARTS IN THE SAN FERNANDO VALLEY!**

DRAG RACING

By Bob Ebeling

Twin-engine Yamaha, supercharged BSA's and fuel-burning Harley-Davidsons from 80 to 55 inches, filled in the entry blanks for this weekends drag racing programs.

Qualifying set off at a normal pace in the attempts to qualify for the top four eliminators at Irwindale Drag Strip in Southern California. Joe Smith's 80-inch Harley was a sure thing with its consistent mid-ten second runs, but who would make the remaining three spots was any racer's game.

A Yamaha 4

Bob Braverman's new twin-engine Yamaha was in its second week debut and cranked out elapsed times of 11.26 seconds. Spectacular indeed, and qualified for the top eliminator.

Two more Harley-Davidsons filled in the lineup with Bruce Miller and Millard Disharoon both burning fuel in low eleven second runs.

Irwindale's new cycle pit director, Clem Johnson ("Barn-Job" owner-rider) lined up the four and gave no more hope to any one competitor, than the

of new asphalt.

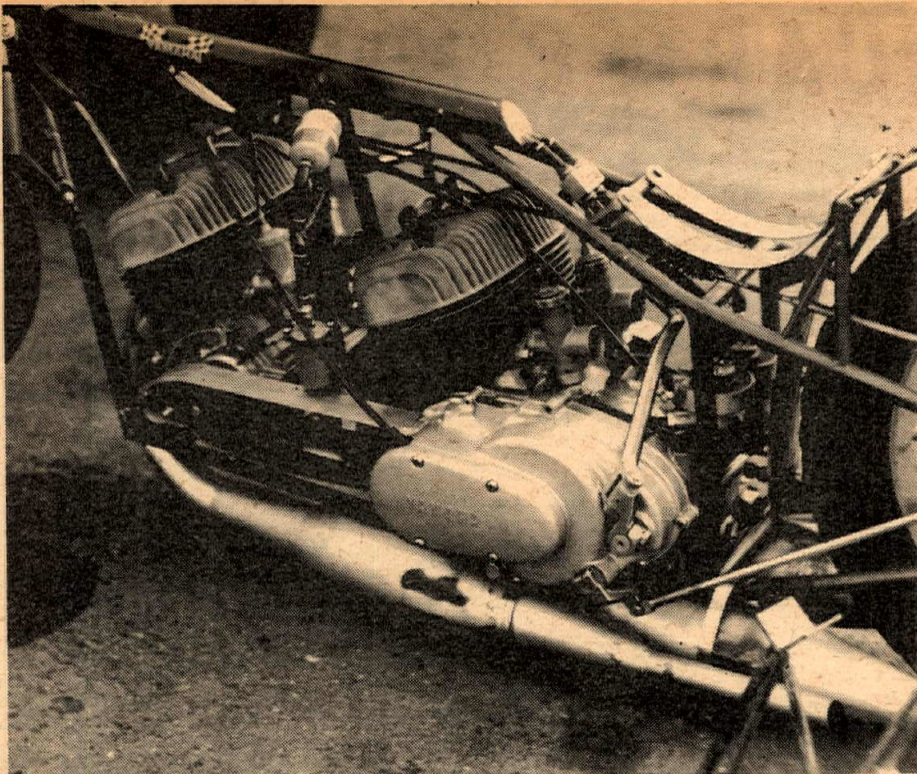
The Sunday's activity was filled with surprises as Rich Richards arrived at the strip with his old "45" now reduced to forty inches of pure Triumph and drafted the riding abilities of Tony Dodge.

Girl Beats Boy

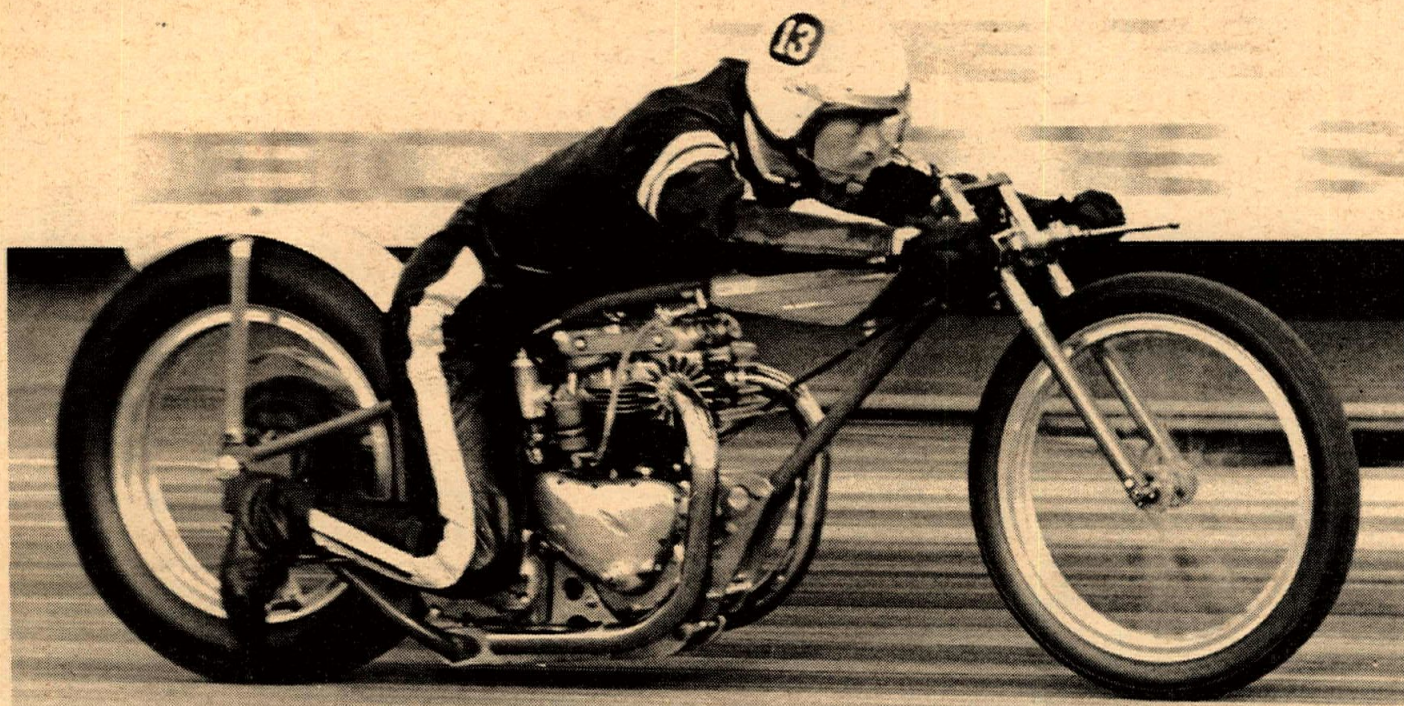
Tony's "Super Bike" is in stages of overhaul and he brought to Fontana Raceway a new 1968 Triumph, disguised as a 1967. For those who knew, it was a revealing preview as the 40 inch turned in the 13 second field at better than 90 per hour.

Tony bounced back and forth between the Richards drag bike and the "sneak" stocker until he was past the fringe of sharp reflexes. The Stocker was in competition with Joy Eveleth, girl drag racer and sweetheart of Art Houston.

Boy, or should I say girl, she really put it to him. Joy won the 650 stock class turning a 15.73 elapsed time and 98.46 miles per hour. Tony Dodge ran



Bob Braverman's unique twin-engine Yamaha qualified for Top Eliminator its 2nd time out.



Cycle News' drag racing reporter, Bob Ebeling, sizzles along the Lions Strip on his 40-inch Triumph.

knowledge that any man can win.

Joe Smith and Bob Braverman were the first opponents. It's quite a contrast in the banshee whine of two tandem Yamaha 250's and a big time-splitting, rumbling, 80 inch Harley.

Smith took a lead on the flash of a green light and dispatched the Yamaha from contention.

Superbike Beats Dragster

Sportster vs Sportster was the match for round two as the Miller-Brackett "Super Bike" staged in opposition to Millard Disharoon's ex-gas dragster. Oh, surprise of surprises when a heavy-weight super bike puts one over on the dragsters and was just such a thing that Miller put on Disharoon in this round.

Now only two, Miller and Smith were left. Each represents a sponsor. Smith with big color patches on his leathers that spell Laidlaw and Miller more modest in his priceless aid from Brackett. Either sad news or good for one and Joe Smith went home with the longer wishbone. Joe defeated the Super bike turning 10.60 and 133 mph.

Only one "mechanical fatality" occurred in Saturday's action and yet even though the number is small, I have never seen a 650 make such a one big explosion. Bruce Wilcox's supercharged BSA lifted a cylinder and barrel just enough to let the pistons and rods out and then proceeded to disintegrate cases with a pretzel twist to the frame. Sound bad? well it was, but Bruce merely shrugged and said, "Well I think I'll change it a little when I set it up again."

Great shades of yesterday and predictions of tomorrow!

Old time racers trod upon the grounds of Fontana Raceway, some with competitive goals and others just to spectate.

Mr. Ben Christ, Fontana's owner, laid down the prediction by stating that if competition entries are as great as this day, for the next two weeks, then Fontana's entire pit and staging area would be wrapped in the security blanket

the quarter mile in 14.56 seconds. Hmmm, that means that Joy left the line almost a full second and one half before Tony.

The days closest race was in the clash for cash of E.T. bracket number 3. The Rich Richards Triumph, Joe Smith's Harley-Davidson and a beautiful altered roadster were the entries.

Early in the day Joe Smith had to shut off at the line in every attempt to make the quarter mile spring. The big Harley was only firing on one cylinder. Changes were made and one innocent bystander held his fingers on the mag pickups as Smith cranked the Harley over to see if the output was O.K. The spectators eyes were flashing with each revolution, so the verdict was passed on an efficient spark.

(Later trouble shooting found the jets had been changed for fuel in only one carburetor, thus one cylinder could not get enough nitro to fire a pop gun.)

Richards and Tony Dodge were matched against Smith in round one, as the roadster drew a single run. Joe Smith's once starving engine nowgorged itself with enough fuel to defeat the Triumph.

Bike Beats Car Again

The next round found four wheels vs two. Smith and the Roadster changed lead in that short quarter more times than the roadrace pros at a 100 miler. Smith reached the finish lights first in 10.47 seconds, turning 136.57 miles per hour.

Triumph gas dragster racing was headed by Jerrie Nance and the new formed team of Tupper and Lange.

Lange proved to George Tupper that he deserves a permanent spot as rider, by winning the 3 foot class trophy.

Mrs. Johnnie Eastes held her husband's Harley and carried the "choke rag" despite the fact that their baby

girl was delivered just last Friday night. Figure that one out! Johnnie Eastes won the Modified Division and will hang the trophy for baby to play with. It is three feet tall and 30 lbs. (the trophy, that is).

This Sunday's racing at Fontana was so edected with super awards, such as money and more money plus 3 foot trophies that required more than one entry per class, riders that found no one in their division went around begging other loners to switch classes. Since a smaller trophy is given to single entries at all drag strips, I never thought I would see the time of racers begging for competition.

It's great to see Mr. Jim London and manager and owner Ben Christ create the outright fight for a race to bigger awards.

Lions

Entries were numerous enough to keep eliminations running late into the evening.

Harley-Davidson's were the brand machines that held top elapsed time and speed in both stock and modified street divisions.

Speedy High was the top stock bike

rider-owner and recorded a best elapsed time of 13.04 seconds with 101.39 miles per hour.

Team efforts of Morrow and Lane scored the top figures in Modified street. The Sportster turned 11.60-115.00.

morrow and Lane's closest class winning contender was J. Linn on a 250cc Suzuki. Linn's elapsed time was 13.56 and the mph read 96.98 mph.

Good racing in the battle for A gas. Clarence Bailey's big Harley was up against one even bigger, the twin-engine Harley! Despite the tremendous disadvantage Clarence had to face, of a single vs double, he didn't back off or ride a half-hearted race. It was to pay off, for the big twin-engine Harley's power went to waste in the form of compound clutch facings and billowing smoke. Clarence Bailey was the undisputed victor in A gas.

Put only one foot down and it may be likened to a power slide, only you start this one from a dead stop.

K.W. Kotalac's fuel-burning Vincent, was so crossed up coming out of the hole, he recorded an elapsed time of only 13.19 seconds. To show where the power comes on, this Vincent traveled through the mph traps at 131.19 miles per hour.

Next Week, Irwindale on Saturday and either Lions or Fontana on Sunday. (Results on page 20)

TELL THEM YOU SAW IT IN CYCLE NEWS

 * Filtron Air Filters, Judson Prods. *
 * Francisco Castoroil, Dri-slide, Fi- *
 * glass tanks & seats, John Cooper & *
 * Big John Boots. All Available From *
SIMPSON MOTORS *
 4210 San Fernando Rd. *
 Glendale, Calif. 91204 *
 (213) 247-3068 *



It's Approved!
USSI, Z90.1
 (and Snell SCCA)
The new Cosmo BONNEVILLE B-4
 * Best made helmet on the market.
 Write for nearest dealer and literature. (Dealer inquiries invited).
 U.S. Importers
COSMOPOLITAN MOTORS, INC.
 Dept. A., 5521 Wayne Ave., Phila., Pa. 19144

PROFESSIONAL SHORT TRACK RACING

INDOORS at the SAN JOSE

County Fairgrounds (Expo Building)

San Jose, California

FRIDAY November 17 & 24

RACES START 8 P.M.

SEE YOUR FAVORITE STARS IN ACTION ON THE ASPHALT OVAL!

ARIZONA

BUDDY STUBBS-ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory-trained mechanics. Open 9-6 Mon.-Sat. 2507 E. McDowell Rd., Phoenix, 85008. Tel: (602) 275-7677.

BARSTOW

Say "Hi" to Hank & Solo Suzuki at the **DESERT CYCLE CENTER**, 27117 W. Main St., Barstow. The friendliest shop & only Cycle News dir. in Barstow. If your name was in last issue get a free copy from us. Mon thru Sat. 9 a.m.-6 p.m. Tel. 256-2489.

CORONA

FLOYD BURK dba CORONA M/C CENTER We have Honda, Triumph, BMW, Greeves & Hodaka. Centrally located for Orange & Riverside Counties. Open 6 days. Half-mile N. of Riverside Fwy. 620 N. Main at River Road (714) 735-5600.

CIRCLE CITY CYCLE CENTER-Hon., BSA & Bul. Complete parts & huge svc. dept. Speed tuning specialists for Hon. Take Corona turn off to Walnut (first street) across freeway to 525 Maple St. (714) 735-4101 Corona.

CULVER CITY

HONDA CULVER CITY - Hon., BSA, Hod. "See Johnny DiSimone" sales, svc., parts 28 yrs. of motorcycle experience. 4421 Sepulveda, Culver City. (1 blk. off San Diego Fwy.) 391-6217 9-7 Mon. Fri. Sat. 9-6

TED EVANS Motorcycle Sales and Service. Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 6, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

MARTY'S FOREIGN MOTORS - BMW SALES-SERVICE-PARTS EXPERT SERVICE FOR M/C & CARS 4235 Sepulveda Blvd., Culver City San Diego Freeway-Culver Blvd. off ramp Mon.-Fri. 9-7 Sat. 9-5 Tel. 391-5730.

INDUSTRY

HONDA HORSEPOWER Engine building and speed modifications. Porting and polishing, expert crank rebuilding, high performance cams, big bore and stroker kits, etc. For free brochure send self-addressed stamped envelope to **MOTORCYCLE SPECIALTIES COMPANY**, 920 Allerton, City of Industry, Cal. 91744 or call (213) 330-3617.

INGLEWOOD

ONE STOP CYCLE SHOPPING - Authorized dir. for Hon., Tri., Gree, BMW, Mont. Sales, Svc. parts & Ins. Bill Krause Honda-Triumph, 1257 S. La Brea Blvd., Inglewood, 678-5035, "The M/C Dept. Store."

INGLEWOOD HARLEY-DAVIDSON 901 N. La Brea Blvd. Authorized H-D dir. for Inglewood area. Specializing in Road riders access. & parts for all mod. Fully eqpd. svc. dept. with fact. trained mechs. Open Tues.-Sat. 9-6. 671-7609.

LODI

STOVER'S CYCLE CENTER 840 S. Cherokee Lane, Lodi. Sales, parts svc. for Tri., Nort., Duc., Kawa, & Mont. Largest & most complete m/c svc. shop in Lodi. Frame straightening, alum., arc. & gas welding. "The Competition Center of Lodi!" Tel. (209) 368-4997 open Tues.-Wed. 9 to 9, Thurs. thru Sat. 9 to 6.

LONG BEACH

DALE BROWN M/Cs, 2441 Long Beach Blvd., Long Beach, 427-3941. Duc., Nor., Bul., Mustang & Suz. Complete parts & svc. Ask about our discount club.

HARLEY-DAVIDSON OF LONG BEACH 3654 Long Beach Blvd., 426-7101. H-D dealer for Long Beach Area. Full line of parts & access. for both Road & Comp. riders. Top quality svc., fully equipped svc. dept. Open Tues.-Fri. 8-6, Sat. til 5.

JOE KOONS SALES & SERVICE-BSA, BMW, Suz. & Vespa. Full parts & access. for all makes. Large qual. svc. dept. fully staffed with trained mech. Bring in your bike & see what we can do. 1350 E. Anaheim, Long Beach, 591-7159 open Mon. thru Sat. 8-6.

LONG BEACH YAMAHA, Yam. Dir. for Long Beach area. We service all. Open 6 days 9-6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 433-9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach, 436-0158. "Best service available, specializing in tune-ups." Tri., Yam., Duc.

COMPTON

JACK SIMMONS Motorcycle Sales & Service. Norton, Suzuki, Ducati, Matchless. Service our specialty—complete machine shop, speed tuning & heliarc welding. Open 6 days Mon. through Fri. 9 a.m.-9 p.m. 15514 So. Atlantic Ave., Compton, Calif. Phone: 639-2777.

Dealer

Tell them "LOOK ME UP IN CYCLE NEWS" DEALER & SERVICES DIRECTORY!"

BE FIRST: The first business listed in a district gets the heading all to himself (until the competition catches on).

Write or phone

ORANGE COUNTY

AWARD MOTORS INC. Triumph, Honda, Bultaco, Suzuki & Ducati. Speed tuning & complete engine work. Beach racing hdqtrs. Open 6 days a week. 1680 Newport Blvd., Costa Mesa, (714) 642-4343.

ROBERT M. LAW M/C SALES & SVC. 239 N. Anaheim Blvd. Anaheim, (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714/879-8252 or 213/691-3104. "Service is our middle name." BSA, Honda, BMW. Also now at 18351 Imperial Hwy., Yorba Linda.

JUST SEND IN YOUR LISTING with check for \$50 and we'll do the rest.

ORANGE COUNTY'S TWO STROKE HDQTRS. Sales & Service, White Sport/Cycle Center, 2707 W. First St., Santa Ana, Calif. (714) 547-8783. Excl. White Sport/Cycle Dirship. Serv. all makes. **NORM REEVES ANAHEIM**, 224 N. Anaheim Blvd. (714) 535-3647. Orange County's biggest m/c dealer. Honda, Bul., BSA, Hod. Moto Beta & Kawa. Complete parts & service.

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer" Honda, Triumph, Montesa. (714) 531-0742.

IRV SEAVERM/Cs-BSA, BMW, Suzuki, Vespa, Cushman trucks, 2402 N. Main, Santa Ana, Tel. 542-8691.

SOUTHERN L.A.

ARTESIA CYCLE CENTER-Suz., Hod. sales-Svc. all makes, speed tuning, 12539 E. Carson Blvd., (213) 860-1314.

CUSTOM CITY SPORTS CENTER Rental-Sales & Svc. Yam., Mini-bikes, Totegots, m/c trailers, cust. access. See us before you deal, buy, sell, trade 15721 S. Atlantic, Compton, NE 6-1957.

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood, OR 3-9573. Match., Hod., Bul. Compl. parts & Svc. for all makes. Open 6 days 9-7.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Begin. pri. train. course, free riding inst. Come in or call for full info.

LAWDALE CYCLE- Suz. BSA, Velocette, Ducati. "Best dealer in town!" Speedy 1-day service is our standard. 15324 Hawthorne Blvd. Telephone: SP 2-1822 - 676-0161.

NORM REEVES DOWNEY Honda, BSA, BMW, Bul, MotoBeta, Hod, Kawa. Largest selection of new & used m/cs anywhere. Mod. parts & service dept. "We trade for anything of value." 9536 E. Firestone Blvd., (213) 869-0600.

SOUTH BAY HONDA, 1212 S. Pacific Coast Hwy., Redondo Bch., Self-service parts dept., bank financing. Open 9-9 Mon. thru Sat. Tel. 378-9257.

NORM REEVES PARAMOUNT, Hon. BSA, BMW, Bul., Hod, MotoBeta & Kawa. L.A. area's BIGGEST dealer. Mail order parts dept. Huge service dept. 15745 Lakewood Blvd., call ME. 0-4313.

S&J HARLEY-DAVIDSON - 16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts new or used.

EASTERN L.A. Area

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks E. of Lakewood), Bellflower, 925-5093. "We emphasize service." Tri., Yam., Mon.

CITY CYCLE CENTER - Complete line of Yamaha & Triumph. Full line of parts & Access. Comp. service dept. Completely stocked for every enthusiast. "Come in & take a free test ride." 8421-23 Rosemead, Pico Rivera 861-4139.

ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park, AT 0-8244. Tri., Hon., BMW & Suz. Compl. parts & svc. Ex. tuning & mech. work.

STEVE HURD MOTORCYCLES-Kawa, BMW, Match, Nor., Gree, Duc., Mon., Hod. Matchless parts galore. Service & parts for what we sell. 1405 Olympic Blvd., Montebello (213) 724-0466.

Services Directory**CYCLE NEWS**

RATES: \$50 per year (50 issues) for each single business listing, payable in advance.

MAIL TO: Box 498, Long Beach, California

RIVERSIDE

SKIP FORDYCE/M/C CENTER. "We've been told it's America's most complete & modern m/c center." Hon., H-D, Tri. Main at 14th Sts. Riverside OV 4-4747.

SACRAMENTO

SEE JUNKY JOHN - John Smith Motorcycle Parts. New & Used—Many brands—Mail Order. Insurance, motorcycles financed—no down. Manuals, tools etc. for do-it-yourselfers. 5600 Franklin Blvd., Sacramento, Calif. 95824. Phone (916) 422-2420.

JOE SARKEES - MOTORCYCLES. Triumph, Honda, Ducati, BMW. Sales, Service and parts. Custom parts and accessories. Same day mail order service, anywhere. 2509 Broadway, Sacramento, Calif. Phone (916) 457-0885.

SAN BERNARDINO

HARRISON RENO-Honda-BMW-Sales & Svc. Parts & Access. Low cost ins. for all. Our 30th year in the m/c business. Open Mon-Fri 9-6, Sat. 8:30-5. 208 East Base Line, TU 9-0504.

THE TWO WHEELER - Triumph, Suzuki, Bultaco. Home of Champions. Full parts, Service and Access. One block west of Inland Center, 867 W. Colton Ave., San Bernardino. Phone TU 5-3445.

SAN FRANCISCO

PACIFIC HONDA-Montesa "No. Cal Hq. for the Spanish m/c of international prestige." Featuring Pacific TT spec. svc.-parts-access. & Tech. competition tuning avail. Mon.-Sat. 9-7. Pac. Hon., 630 Palmetto, Pacifica, Cal. 359-0167.

DUDLEY PERKINS CO. H-D M/cs. Sales, svc., exp. repair, of all makes, genuine H-D parts. "We ship anywhere via mail order." Servicemen & all m/c enthusiasts welcome. 655 Ellis St., San Francisco. Tel. P ROspect 5-5323.

SAN DIEGO

GUY URQUHART - Triumph, Yamaha, sales. Triumph, Yamaha, Indian, Ariel & Cushman parts—1 day mail order service. 1041 Columbia St., San Diego.

SAN JOSE

WHEN TRAVELING NEAR SAN JOSE, STOP & VISIT SAM SR. & SAM JR. Complete parts & all for H-D models. Fine svc. dept. Visitors welcome. Sam Arena, H-D Products 2921 Monterey Rd., San Jose. 227-0123.

TORRANCE

HOCKIES MOTORCYCLES - Sales & svc., 22025 S. Figueroa St., Torrance. Harbor Fwy.-Carson St. turnoff. (213) 328-1242. BSA, Gree, Ossa, Hod. Also used bikes. Best parts supply in town. We svc. what we sell. Compl. mach. shop-Exp. tuning & mech. work. Hours 10-7 Open Sun., closed Mon.

Used MCs & Parts

JIM'S CYCLE SHOP "Used parts in the west." We buy & sell used parts, cust. tanks & wheels. Ch. exch. Used M/C's. Sales & Rep. Batteries & tires. 15 yrs. same loc. 11155 Atlantic Av. Lynwood NE 2-42

INSURANCE

Life & Health Insurance for Motorcyclists (& friends). "We're the first insure racers without penalty or restrictions." Jim Manning (M.O.N.) 530 W. 6th St. (Downtown LA) Los Angeles, Calif. 90014 Tel. 627-0445.

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp., P.D. & B.I. Individual motorcycle insurance and Dealer Insurance. JOHN MAYNARD INSURANCE. 3447 Motor Ave., Los Angeles, Calif. 836-5211.

MOTORCYCLE, MOTOR SCOOTER Liability Insurance, low as \$26.00 year (motorcycle, motor scooter insurance our only business). Phone 2054 or write for application, California Motorcycle Dealers Association, 43262, Los Angeles, 90043.

SERVICES

BARNEY'S MACHINE SHOP 15 Lakewood Blvd., Paramount, 634-3333. Cylinder boring. We make anything. Lowest prices. Valves, manifold, fork braces, skid plates. Valve installed. Fork tubes any length.

FLORENTINE'S CUSTOM WELDING Gas, arc, heliarc, primary crankcase gas & oil tank repair, steel & alloy weld. 3059 Verdugo Rd., Los Angeles 90042. Phone 221-1579 or 242-9182.

HERBLITCH MACHINE SHOP (at Lakewood Beach) Specializing in: *Boring *Valve Grinding *Seat Grinding *Valve Seats *Head Porting *Honing *Cylinder Surfacing *The Only Genuine Litch Guides & Collars *Bore Cylinder Exchange On Hondas *Pick Up & Delivery *Fast Service 423-1433, 5105 Atlantic, Long Beach.

JACK O'BRIEN PAINTING-Cus. t. & helmet paint, fiberglass work, com. wreck rebuild, wheel lacing & straightening, tire hardening. Free pickup & del. to dhrs. 2834 Colorado Ave. Santa Monica 451-4317 open 6 days

MOTORCYCLE SERVICE CENTER Bul.-Hod. We service all m/cs. Complete mach. shop for custom work. 22 Huntington Dr., Monrovia. Open 6-8-6. Neil Fergus, Gary Griffin 357-2

U.S. DEALERS ATTENTION

IF YOU'RE NOT SELLING CYCLE NEWS, HERE'S YOUR CHANCE TO GET WITH IT!

YOUR CUSTOMERS will come back every week for CYCLE NEWS because each issue is filled with fresh, original reports of happenings on two wheels. Big bikes, little bikes, Ascot, customs, desert, drags, fun bikes, road bikes, scrambles, short track, TT's, transportation and trailing. CYCLE NEWS is partial to them all.



CYCLE NEWS, motorcycling's weekly newspaper is FIRST with competition results, FIRST with the news of interest

YOU MAKE 10 cents on every copy bought and you have full return privilege, so why not give it a try? Minimum order is 10 copies and we pay shipping.

SEND THIS COUPON IN TODAY!

6477 N. Long Beach Blvd. Long Beach, Calif. 90805

OK, what can I lose. Start my store selling CYCLE NEWS with the next issue. I understand you will bill me monthly and I have full return privileges on unsold papers by tearing off the price tag and sending it in with my check for the balance.

Check here if you want one of our chrome display racks and card for counter or wall. Price \$1.50

Send CYCLE NEWS to:

Name of store _____

Address _____

City _____ State _____ Zip _____

Authorized by _____

NIGHT TIME SCRAMBLES AT ELSINORE

By Don Wallen

In cool, crisp weather, a good sized crowd of racers, wives, and friends made it to Elsinore on Saturday night, Oct. 28, to enjoy scrambles on a well prepared track surface that was fast and super smooth, as it usually is. Elsinore is getting faster but it's still no horse-power race as we see in the results; for example, R. Marquis got a 3rd in the Open Novice in back of a 500 and a 650. This is not the exception, either, as we know R. Vanderpool has won the Sweeps on a 100 Yamaha 3 or 4 times. In a way, this gives the rider a better chance to compete as a rider.

The Sweepstakes

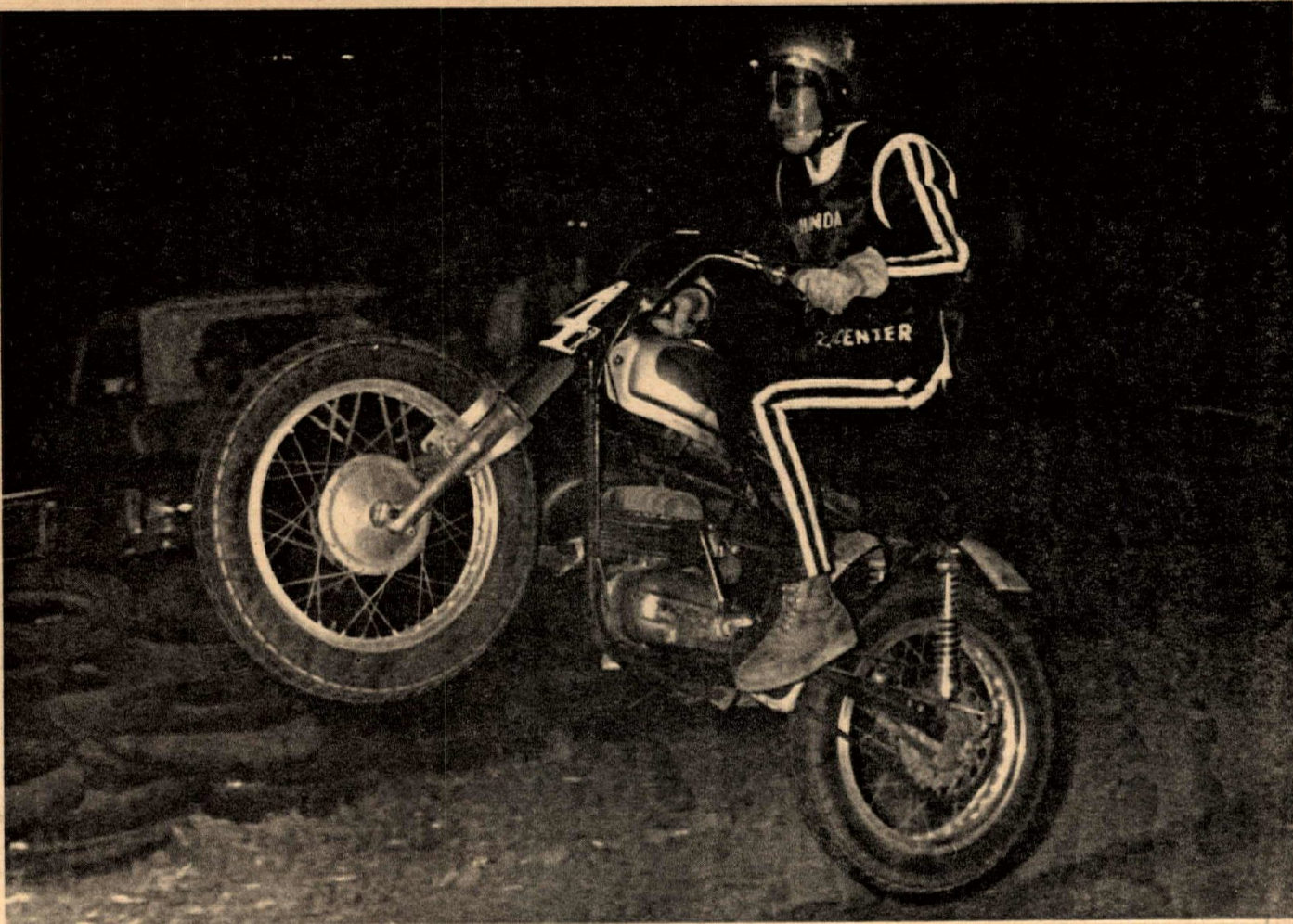
A 2nd place prize has been added in the form of two free steak dinner, provided by "The Wreck" in downtown Elsinore. This race proved itself. The underdog, #673, K. Wilson on a Hodaka took off from the top of the hill just past the sweeper like a man possessed, being chased for 2 laps and overtaken by #75, G. Bailey who was just then zapped by J. Kato on a BSA. From then on the race was between these two and fairly close too, right up to the wire as the Triumph of L. Mitchell made up some very hard yardage to capture a well deserved 3rd.

Small Bike Caper

A small field of 100 Experts turned out to do battle and for them it was kind of nice to not to have all those wheels around. Tom Warren on a super powerful Bultaco Lobito zapped the troops very decisively as Ray Vanderpool did chase for a close 2nd. A rider who did not place in this race but certainly put in the effect was Stan Rogers, as Stan got off hard twice while running close to the front. Stan was not hurt, but his leathers were.

A larger field of 100 Novice riders put on a good show as K. Wilson and S. Jones put on a wheel to wheel battle for place honors all night with F. Winham doing the chase job real well.

The 200 Novice division was a small but tough group with K. Kanagae on a very "cammie" 200 Bultaco doing the



Elsinore 200cc Novice winner Dennis Kanagae swooped the troops on his hot Bultaco.

job on the troops like, N. Burascano on a Honda and B. Speier on a Bultaco. Kanagae did a victory wheelie all the way from the jump to the starting line, which is not often seen.

Stuff and Things

As the night wore on at Elsinore, the traction became super good. It was very common to see riders lifting the front wheel coming out of the turns or any-

where else practically. The 350 Novice bash was very good as usual with a fine group showing up. An interesting sight was seeing another make bike starting to and almost succeeding in breaking up the Honda monopoly in this class as R. Marquis on a Ducati that really wails won 2nd place behind J. Curre on a Honda. The finish of the deciding race was so close it was almost a toss-up at the wire between Curre and Marquis, with

our newcomer to Elsinore, Bob Niemann, getting a 3rd on a good running Honda. As Bob stated, he was trying to keep on top of them.

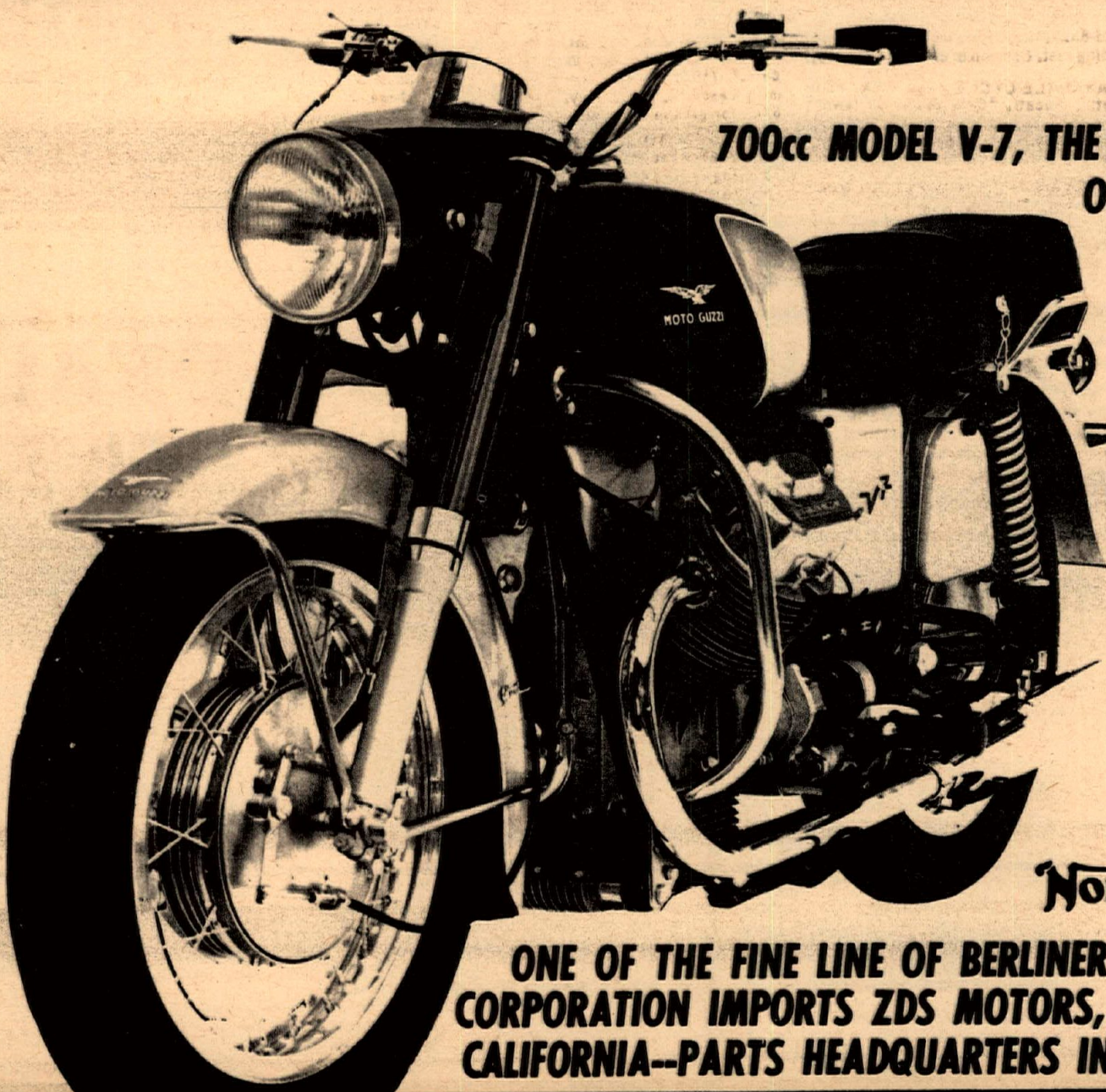
Elsinore Raceway will have scrambles every Saturday night all year long. The track will be open Sundays for practice so keep reading Cycle News for coming events at Elsinore. See you all next Saturday night!

(Results on page 12)

Photo by Ken Galley

MOTO

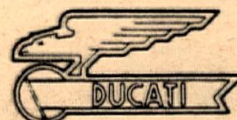
GUZZI



700cc MODEL V-7, THE 1967 STANDARD OF THE AMERICAN ROAD.

**V-POWER,
OPPOSED
SMOOTHNESS
ELECTRIC STARTER.**

**AVAILABLE NOW
AT AGENCIES
DISPLAYING**



Norton



ONE OF THE FINE LINE OF BERLINER MOTOR CORPORATION IMPORTS ZDS MOTORS, GLENDALE, CALIFORNIA--PARTS HEADQUARTERS IN THE WEST.

CYCLE PROFILES

"WE COMPETE
BECAUSE WE
LOVE IT!"

By Delmer O. Gasche

The Puget Sound area of the Pacific Northwest is an area just beginning to come into its own. It is a growing area and like all growing areas much of its economic progress can be traced directly to its small, independent businessmen. Jack Anderson, owner of the Burien Honda motorcycle sales in Seattle, Washington, is one of the independent businessmen very much involved in helping the Puget Sound area reach its full economic potential.

A quiet, extremely casual man, Anderson is an avid supporter of competitive motorcycling. "Competition is the life blood of the whole motorcycle industry," he commented. "I competed for fifteen years and wouldn't trade a moment of that time for anything anyone could offer me. During those fifteen years I made friends all across the United States. I have a son twenty years old - in the Marines now and headed for Vietnam - who rode in competition events. The things he learned in those events will help him all his life. I know that I learned a lot about myself while sitting on a competition bike."

In the Pacific Northwest area, Anderson and Burien Honda support over fifty annual motorcycling events. Two top riders in the Seattle area get their rides from Burien Honda. In 1966, Dan Holton won the number one rating in the Novice class. This year, moving up to the Amateur class, Holton was the number one Amateur in the state of Washington. He placed third at the Castle Rock Nationals, and also won the indoor championship at Woodside. Another top rider for Burien Honda, Roger Stanley, finished the 1967 season ranking second in the Novice class in the state of Washington.

"We compete because we love it," said Anderson. "Sure, it is good advertising to back a stable of winning bikes and riders but there is no such thing as coming out ahead financially for a dealer. It takes a lot of time and money to engage regularly in serious competition. And we don't spend that time and money because we think it is an investment. We spend it because we love the sport. It is an investment, of course, in good will and the friends you

make. But I'm in the business because I love the sport, not because I want to get rich. I do wish more dealers would actively support local competition events and riders."

Anderson's comments on legislation directly concerned with motorcyclists were brief and pointed. "The image of the motorcyclist has improved considerably since I first became involved in this business. I personally feel that a great deal of this improvement can be traced directly to the Honda company and their excellent advertising programs. The Honda breakthrough with their first good, lightweight bikes changed the whole image of the motorcyclist. Motorcycles are for everyone now, not just the wild few who used to ride. But even though things have changed, there are still controls placed upon us which seem unfair. Safety equipment is a prime example. Being very much involved in competition, I am fully aware of the value of safety equipment. Personally I would not ride a bike without adequate safety equipment."



Jack Anderson

However, I do think it is unfair to legislate such controls as have been legislated in various cities and states. The wearing of safety equipment should be left up to the good judgment of the individual riding the bike."

Besides the ever increasingly popular Honda, Burien Honda also handles the Triumph and Montesa marques. Local advertising is primarily channeled through newspapers and theaters. "We don't make a big deal of local advertising," Mr. Anderson said. "The marques provide most of our advertising material and we spend our money in the competition events. Every happy motorcyclist that leaves this shop launches a small advertising campaign of his own anyway. That's the best kind of advertising."

Motorcycling is a great sport and men like Jack Anderson have helped it gain the popularity it enjoys today. "You know," Anderson said in conclusion, "if people ride motorcycles here, where it rains three times every day, then it's got to be a great sport."

THE FINISH LINE

By Roxy Rockwood

Were the three straight upsets last Saturday night in the TT events an indication of things to happen this Friday night when the Ascot half-milers take their final ride and lay all three oval titles on the line?

Dusty Coppage, Marty MacDonald and Steve Ellsworth rode the best races of their careers to win the races and the titles. None were pre-race favorites to win.

Coppage has been showing flashes off and on all season and has been long overdue for a big win. Van Leeuwen missed in his bid to become the only Expert ever to win all the local titles. He missed by one. Nobody was more surprised than Skip when Dusty went bombing by on the 17th lap and took the lead for the second time.

MacDonald has always been known as a half-miler first and a TT'er a distant second. Marty was top Novice oval rider in these parts last year and has been buried away down in the Amateur TT standings all this season.

He had to ride a perfect race to defeat Larry Wilburn who rode well enough to win just about any other time. This win was by far the biggest upset of the night.

The Triumph Brigade was only dented once this year in the Expert class and not at all in the Amateur division. Dave Palmer and his Norton came up as one-time winners in the Expert class and Roger Goldthwaite on his Enfield missed by one lap of winning an Amateur final. It was Triumph the rest of the way.

The Novice class was loaded this year with future top-rated talent. Brand winners during the season included Bultaco, BSA, Montesa, Greeves and Suzuki.

Bultaco reverted to the National system for the final night and really loaded the field with top Novice riders and it paid off for their biggest sweep this season.

Unknown Steve Ellsworth came up as the winner. He is a student of Rich Thorwaldson's and a good one he is. Rich was also a top Novice and Amateur and was one of two first-year Experts to sit in the State Championship final this year.

Don Hughes has run consistently in TT events at Ascot most of the year and is one of the better Dist. 36 first year riders. Both Ellsworth and Hughes are basically TT riders-only who will be Amateurs next year.

Now it's on to the final race of the year at Ascot and this one is on the half-mile this coming Friday night.

If the current thinking prevails then Dan Haaby, Phil Todd and Rick Durkee will not win the Main Events. Don't let on it as the half-milers are far more consistent in their winning ways than those of the once-a-month TT riders.

Some of the highlights of the final race this week will find the current "BSA Wrecking Crew" racing for the last time ever. The unofficial three-rider team of Haaby, Tanner and White is being disbanded with Haaby taking his last ride on a BSA before switching brands for next season.

The three have been together since 1965 and are nationally known. Both White and Tanner have not enjoyed one of their better seasons this year but it has been the best for Haaby who finishes his third year as an Expert.



Skip Van Leeuwen

Haaby goes into the final race for the state title with the same record that was held by Van Leeuwen in TT events. He has won all of the major races this year at Ascot, plus the point title. Like Van Leeuwen, Haaby is also the defending State Champion from the '66 race.

With the BSA team breaking up one of the major highlights, another will find the return of Jimmy Odom who never has lost a half-mile or TT main event at Ascot this year.

He only rode here on a part-time basis

but won four straight half miles and three TT's. Jimmy comes back to bow out as an Amateur and will also be taking his last ride for Triumph before switching brands for next season. Odom has not been on a racing cycle for nearly three months and had to miss the TT on doctor's orders. He will be ready this Friday.

In the Novice class young Rick Durkee says goodbye to the green plates and the lightweights and tries to extend his record win streak to TWENTY-ONE straight without a loss.

Durkee started the year slowly and learned with the passing of every race. He has gone on to become of the best looking lightweight racers to ever come out of Ascot. Only Dave Smith can compare when it comes to smooth ability and riding style.

The last big item for the final race finds the Kawasaki dealers giving away free a new machine off of a drawing that has found fans filling out coupons all season long.

Haaby, Todd and Durkee have their work cut out for them and only the races themselves this Friday will tell if the half mile is to follow the pattern set down by the TT riders last Saturday.

The next half-mile will be the first Friday night in April of 1968.

Movie Review:

HELL'S ANGELS
ON WHEELS

Now that the Hells Angels of Northern California have obtained their Screen Actors Guild cards, they are working steady in front of the Hollywood cameras. As the co-stars of this Western on choppers, the HA's steal every scene from Jack Starrett who plays the turned-on looking cop. But after all, how much entertainment value is there in a character whose only dialogue is countless repetition of, "I'm on getcha!" There is another character whose name and performance I forget who is supposed to pass for a good guy, but he doesn't stand a democrat's chance in Sacramento to the foreground forensics of the HA's.

Using Hunter Thompson's report on the Hells Angels as a synopsis, episode after scene of HA legends unfolds: The fight in the bar, the acid party, stampeding farmers cattle, the HA busted on a phony rap. One scene of the first fights stands out in memory: the opponent's head swished in the commode hastily vacated by the fat girl.

There is some consolation perhaps in reflecting that Hells Angels on Wheels, with its remarkable technical brilliance, has exhausted the store of outrage to which a movie goer will submit before he turns, Jekyll-like, before your eyes, into an outlaw of society. As it is with all forms of melodrama, the bad guys seem to have the most fun. But now they've taken away the man in the white hat and replaced him with a dun colored non-participant with whom it is impossible to identify. Perhaps in this substitution the film reflects current American society more faithfully than the two-fisted hero of old. These days, law and order knows it can't lose. As long as it doesn't violate anyone's constitutional rights.

The cop only has to hook his thumb in his belt, shift his stogie and wait for the computer to tell him who dunnit. No more do the bad guys shoot it out. They get out on bail.

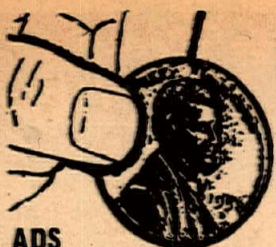
Such commonplace, everyday business between the forces of good and evil can be tolerated by an audience used to documentaries, but not for long. If the Hells Angels epic is to survive as a genre, the scriptwriters will have to put somebody in a role you can root for. An audience wants to care what happens to the characters. Only the leader of the pack seemed calculated to attract your sympathy. When at the end he crashes and burns in flames in a really phony-looking scene, the moviegoer feels neither grief nor joy at his alleged dying. Would you believe they'll revive him somehow in time to star in the sequel which should be out shortly, probably titled "Son of Hells Angels on Wheels?"

MAICO 360 WINS

BAY MARE
MOTO CROSS
OCTOBER 29, 1967JIM BASSEY
Riding a MAICO 360cc
WINS 500cc
EXPERT
ALL THREE HEATSENSENADA
GRAND PRIX
OCTOBER 1, 1967PRESTON PETTY
Riding a MAICO 360cc
WINS 500cc
EXPERT

the fabulous MAICO dist. by
2815 WEST OLIVE ST.
BURBANK, CALIF.

COOPER MOTORS



WANT ADS



November 16, 1967 Page 31

ADS OFFERING ANYTHING TO GIVE AWAY OR TRADE - FREE

HEADLINE IN BOLD TYPE -- \$1.00 extra.

Picture (supplied by you) ... \$3.00 extra
Prices ... 10 words or less, plus address ... \$1.00
... 25 words or less, plus address ... \$2.00

COMMERCIAL ADVERTISERS RATE

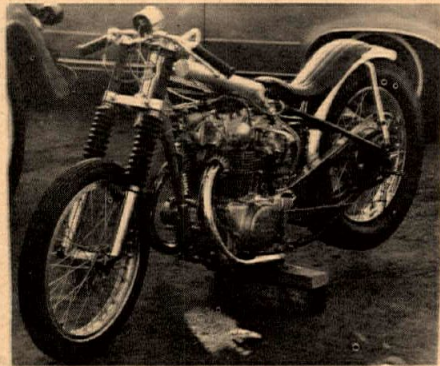
Ten words \$2.00
Twenty five words \$4.00

Bold Line \$2.00
Photo \$6.00

ATTENTION!

CYCLE NEWS CONTRIBUTORS

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work: SUSAN CLARK, ROGER EVANS, HARRY LAWRIE. Contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.



ONLY \$400.00 HONDA 450 DRAG BIKE

Complete with extra cylinder head, pipes, gearing, shop tool kit and other extras. Phone (213) 966-1891.

'67 TRIUMPH TT Special. Ready for Ascot. \$900. Call evenings 434-2807.

FORK TUBES

Long, short, standard lengths for most motorcycles. Also tube extensions and fork braces. Longer, stronger HODAKA forks. BARNEY'S SPEED EQUIPMENT, 15745 Lakewood Blvd., Paramount, Calif. (213) 634-3545.

BULTACO 1967 Sherpas 175cc. Excellent condition, sacrifice \$575. Call State 4-3565.

THOUGHT FOR THE DAY...

"If you can't stand competition, put on your own race." HOPETOWN—NOV. 11 & 12.

25% SAVINGS ON INSURANCE

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

MECHANIC WANTED

5-1/2 day week - must be experienced, especially Honda - clean shop, lots of work - call Service Manager (213) 392-4105, 2411 Lincoln Blvd., Santa Monica, California.

WANTED— Experienced Honda Triumph Mechanic. Modern shop and equipment. Honda of Santa Barbara, 408 Chapala, Santa Barbara, Calif. Ph: 965-4814.

EL CAMINOS & PICKUP TRUCKS NEW AND USED— ASK FOR JIM WOOLWINE Phone: (213) 352-3241 or 353-3226.

KIDS WANTED

Ages 10-16 to sell Cycle News at races you attend in Calif., Washington, Oregon, Arizona & Nevada. Earn \$2 to \$10. per day. Write for information to Cycle Newsboy Service, Box 498, Long Beach, Calif.

TRADE: Stock Victor muffler & headed pipe, stock rear sprocket for 50-59 tooth sprocket and (air cleaner, stock or Webco) for same. Ph: (415) 376-3919.

COMPLETE set Yamaha gears, tack, other extras. 287-3687 after 6 p.m.

1967 BRIDGESTONE 175

2800 miles, 4 months old, stock model, showroom cond, trading up, all reasonable offers considered. Call Kenny, 255-7904, 5310 York Blvd., Highland Park.

DUCATI 250cc racer very fast, see to appreciate. Must sell call 247-4043.

BULTACO 1966-1/2 175cc Sherpa, must sell can finance. Call 247-4043.

IN MEMORIAM

Of John Switzer, at Prospectors M.C. desert run, near Calif. City, November, 1964.

1967 PURSANG

5 speed, must sell \$650.00. Day 923-5468 night 923-8525.

1966 BULTACO SHERPA, ready to race \$475.00. Also 55cc Yama trail bike \$125.00. Ph: 597-3035.

DO YOU NEED a hard working young married man as a trainee in motorcycle parts or service dept. Prefer Eastern L.A. Co. or San Gabriel Valley area. Call (213) 966-9617.

1957 I.H. TRAVELALL 4x4 16" & 17" wheels, hubs, mirrors, good camper \$1500. Paul Petrofsky, 807-A Delaware St. Berkeley, Calif.

TRADE, Yamaha YL2C, 100cc frame, forks, and all running gear, plus (2) Knobbies, for Hodaka, Bridgestone 100cc or what have you engine for 100cc class. Phone: 242-3340.

MECHANIC WANTED

Kawasaki, Honda & BSA. Must be experienced and stable. Paid insurance, uniforms, and vacation. Will help with moving costs for out-of-state applicants. Send complete resume, including desired pay to Norm Best Motors, 8461 Commonwealth, Buena Park, Calif.

1968 GREEVES 250cc SCRAMBLERS OR TT

Immediate delivery on all models. Ted's 11718 Santa Monica Blvd., West Los Angeles. (213) 473-1101.

'66" TR6C desert. Complete with special forks & light front wheel \$900. 213-679-7961



MUST SELL

1966 Yamaha TD1B racer ex-cond., one race on rebuilt eng., alloy rims, comp. release s, fast; dependable, trophy winner, ready to race. \$ bargain of the month. Call 331-4058 after 6 p.m.

FOR SALE: 1966-1/2 Bultaco Sherpa S scrambler. Big tires, fork brace, comp. release, new alloy, rear wheel & extras. \$550.00. (714) 527-4208.

T.T. MACHINE

500 GOLDSTAR - Custom engine, quick, year 1960, many extras, new 40 over engine. See to appreciate \$695.00 Rich Caraway 348-3339.

SALE: '66 Triumph TT spc. built for Ascot by Tri. of Burbank. Full race eng. \$1000. Call Don 466-2871 or 769-1209.

TRADE '65 Tohatsu trail and Tohatsu parts plus Mini bike for Hodaka dirt or? After 5 p.m. (213-582-3042).

ROAD RACER - Honda CB95R - CB160 forks, 160ss pistons, 25mm Delorto, elec. tach; complete with gearing and parts. Perfect for new rider \$300. Ron Dean, 12133 Burbank, No. Hollywood, Calif.

FOR SALE: Tool chest, metric and assorted tools, most new \$100.00 (cheap) cash. GA 7-1585 Grant Ryan.

65 HONDA 150cc will trade for what have you? 882-3961.

TRADE: 64 Ascot scrambler (needs barrels) for trail bike or ? After 6 pm (213) 353-0162.

FIGHT POVERTY! ...sell something.

GREEVES 250cc T.T. OR SCRAMBLERS in stock, Nicholson Motors, 11629 Vanowen, No. Hollywood, Calif. (213) 764-8674.

FREE SAMPLE: MOTORCYCLE, SCOOTER & THREE-WHEELER MECHANICS ILLUSTRATED - 200 photos, tuning, customizing, competing, touring, Repairing, Preventative Maintenance. Krumm, 3388 N. Modoc, Kerman, Calif. 93630.

BOOK: "HOW TO RIDE & WIN"

Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert and Bud Ekins on TT-Scrambling. East coast's Don Pink tells how to ride Enduros and trails. John McLaughlin on Grand Prix scrambles. Helpful tips on setup of motorcycle, cards & licenses and mucho more. Hardbound. \$4.00 postpaid. Send check or money order to - How to ride and win, % C & S Publishing co., Box 498, Long Beach, Calif. 90801.

HELP!

USED CYCLES NEEDED!

Would you believe our stock of used motorcycles is depleted? We want every used bike we can get. That's why we are giving the **HIGHEST TRADE-IN ALLOWANCE** in Southern California on new, 1968 Hondas, BSA & Bultaco. Take a ride out the Riverside freeway and see for yourself or call (714) 735-4101 for a **free appraisal** by phone. Monte Darling's **CIRCLE CITY CYCLE CENTER**, Corona, California. (On the way to Perris & Elsinore. You can see our store from the freeway.) Open 7 days a week 9 to 6. Mondays and Thursdays until 8 p.m.

WILL TRADE for 360 Maico 80" OHV H.D. with Goulding S car. 30" H.D. 3 wheeler 2 trams, 12 speed Hydro Glyde. 10" clearance, 820x15 rear tires. Vernon Westphal, 833 L St., Eureka, Calif.

T.D.I.B. Fontana front brake Telesco forks, perfect condition, ready to race \$750. 3570 Terrace Way, Lafayette, Calif. (415) 284-5366.

TRADE: R.E. aircleaner, fits TT Interceptor or twin carb constellation. Never used. Black leather saddlebags, like new. Motorcycle trailer used only once for cross country trip, has spare wheel with new tire. 226 motorcycle mags, 1959-67. All for repairable R.E. or Scott Flying Squirrel. 604 Neptune Ave., Encinitas, Calif.

'67 MAICO 250 Moto-cross, A1 \$650.00 or trade - Triumph, etc. Cal Sukut, 10916 E. Farndon, So. El Monte, Calif. 91733.

65 MAICO 250cc, desert prepared, extended wheelbase, rebuilt forks, new piston, rings & clutch, cables, skid plate must sell \$350.00 firm. Telephone: (213) 399-7698.

2 - 1964 TRIUMPH CUBS for trials or trail, has trials seat, handlebars, carb, cam, gearing pegs, tires, excellent condition, have street equipment \$425.00 each, call (213) 375-6231.

TRADE: Bultaco 250 T.T. engine, excellent condition for Hodaka. OR 0-6347.

TRADE: Velocette 350cc head & barrel (Alloy) comp. for 500cc head & barrel (Alloy) complete, 1955 or later. Jon J. Shaffer 480 La Jolla St., Morro Bay, Calif. 93442.

YAMAHA Ascot racer, super-fast, super cheap, trade O.K. See at Ernie Pico's, 127 W. 154th, Gardena or call Rob (714) 629-0665.

66 BULTACO MATADOR 250cc. Showroom clean, low mil. \$550. 3 Rung like trailer, large wheels \$90. 755-8704.

BULTACOS 1967 Sherpas 175cc. Excellent condition. Sacrifice \$575.--- Call State 4-3565.

FOR SALE: 1964 Tempo, 400-19 knob-bies, extended forks, good condition. 469-2358.

WRITE AD HERE -

\$1 & \$2

Ten Words - \$1
Twenty Five words - \$2
Headline in BOLD TYPE \$1 extra
Picture \$3 extra.

FREE WANT ADS
If you have something to give away trade etc. want ads are free to you

Name

Address

City..... State

ENCLOSE CURRENCY

MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801

EVERYONE WELCOME NOV 11 & 12TH 10 A.M.

FOR THE SECOND TIME IN CALIFORNIA



Bickers



Robert

INTERNATIONAL MOTO-CROSS

ALL CLASSES OF COMPETITION MACHINERY

★ **STARRING** ★

**WORLD & LOCAL CHAMPIONSHIP
FACTORY RIDERS**

CONFIRMATION RECEIVED FROM FACTORY SOURCES

★ **Dave Bickers**

★ **Joel Robert**

★ **Roger Decoster**

★ **EVERY Famous Rider**

— past, present & future from all parts
of the U.S.

ALL SPECTATORS WELCOME!

*This is the show you haven't
forgotten for many years and
will remember next year when
we present another.*

AMERICA versus EUROPE

The ONLY FIM sanctioned event in Calif. this weekend.

LARGEST RACE IN THE WORLD !

826 RIDERS ENTERED !

TROPHY GIRL— the stunning Joy Wilkerson!

NOTE: Anyone possessing a starting receipt from our Ho! Ho! rival
event is entitled to pay our \$100.00 post entry fee & ride the best one.

SIMI, CALIF.—HOPETOWN TRACK

Directions: Take Ventura Frwy west to Topanga Canyon Blvd. — Go
north through Chatsworth, over Hwy 118 Santa Susanna Pass to HOPE-
TOWN (FOLLOW THE CROWD) DIRTDIGGERS NINTH ANNUAL
GRAND PRIX & 2nd INTERNATIONAL MOTO CROSS.

**ABC-TV & BRUCE BROWN FILMS
for 'Wide World of Sports'**

will be filming this event

CONCESSION
STAND

TV

HOGAN'S
SHIRTS

POSTERS BY
EARL NEWMAN

WORK BY THE
DIRTDIGGERS
M.C.

